

*Official 2017 OVKA Competition Rules and Regulations*

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

**OFFICIAL  
COMPETITION RULES  
AND  
REGULATIONS**



Revised 2017  
By  
OVKA Board of Directors

**WWW.OVKA.COM**

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Board of Directors meetings are held on the first Tuesday of each month at 7:00 p.m.  
(In event of a holiday, meeting is held on the second Tuesday)

**TABLE OF CONTENTS**

**Foreword**

**Spirit and Intent**

**Disclaimer**

**Membership**

**Meeting of the Board of Directors**

**SECTION 100 - REGISTRATION**

**SECTION 200 - SAFETY EQUIPMENT**

**SECTION 300 - DRIVER REQUIREMENTS**

**SECTION 400 - EQUIPMENT RULES**

**SECTION 500 - RACING RULES**

**SECTION 600 - POST-RACE RULES**

**SECTION 700 - PIT RULES**

**SECTION 800 - FLAG RULES**

**SECTION 900 - RACE OFFICIALS**

**SECTION 1000 - PROTESTS, SUSPENSIONS & APPEALS**

**APPENDICES**

**Appendix A: 2017 SPONSORSHIP OPPORTUNITIES**

**Appendix B: HOW OUR POINTS SYSTEM WORKS**

**Appendix C: HOW THE OVKA GRID SYSTEM WORKS**

**Appendix D: SPECIAL RULES AND INFORMATION**

**Appendix E: END OF YEAR AWARDS & PRIZE SCHEDULE**

**Appendix F: 2017 CLASS STRUCTURE**

**Appendix G: 2017 WORKER / CONFIGURATION SCHEDULE**

**Appendix H: G & J KARTWAY TRACK CONFIGURATION DIAGRAMS**

**Appendix I: TRACK MAPS**

**Appendix J: KID KARTS**

**Appendix K: NON-ATTENDING PARENTAL CONSENT FORM**

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**FOREWORD**

Included in this booklet are the competition regulations of the Ohio Valley Karting Association (OVKA). These regulations became effective January 1, 2017 and will remain in force with such modifications or additions as the Board of Directors may determine necessary. Rules and technical updates will be posted on the OVKA web site ([www.OVKA.com](http://www.OVKA.com)).

**SPIRIT AND INTENT**

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

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

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

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

**DISCLAIMER**

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

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

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

**Official 2017 OVKA Competition Rules and Regulations**

**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 in order to serve on OVKA committees. **Members agree to independently promote OVKA a minimum of one time during the year.** Each member may receive a rulebook and other official publications pertaining to 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 in 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 publically 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:** Once your equipment has passed Pre-Tech, a Pre-Tech Inspector will give you an entry form. Proceed to the Registration / Sign-In area. You should have the entry form completed, including your signature on a “release” and “acceptance” of our rules and regulations, along with your entry fee. Personal checks are accepted and made payable to OVKA. Your pit pass number must be included on the entry form in order to be submitted to registration; no entry forms will be accepted without a pit pass number. A starting position will be assigned via a draw system for the first heat, with the order inverted for the second heat (except qualifying events). There will be no refunds after registration closes. (No late entries 30 minutes after sign-in closes - refer to Appendix C regarding late registration). In the event of cancellation due to weather, see Weather Policy (Appendix B). (3/6/07) Karters must be registered and display a sticker or band BEFORE entering the track for warm-ups. Failure to do so will result in starting the first two heats on the tail or for qualifying events, karter will not qualify and will start on the tail for the pre-final.

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

<b>FORMS AT TRACK GATE ENTRANCE</b>	<b>FORMS AT REGISTRATION</b>
<b>ADULTS:</b> <ul style="list-style-type: none"> <li>• Sign WKA release.</li> </ul>	<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> <ul style="list-style-type: none"> <li>• WKA Minor Release</li> <li>• <u>With notary signature</u> - Valid entire race season.</li> <li>• <u>Without notary signature</u> - Valid day of event only.</li> </ul> <p>NOTE: NOTARY SIGNATURE REQUIRED IF PARENT/LEGAL GUARDIAN IS NOT IN ATTENDANCE.</p>	<b>MINORS WITHOUT PARENT/LEGAL GUARDIAN IN ATTENDANCE:</b> <ul style="list-style-type: none"> <li>• OVKA Non-Attending Parental Release</li> </ul> <p>NOTE: MUST BE NOTARIZED.</p>

## ***Official 2017 OVKA Competition Rules and Regulations***

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

**103:** Kart numbers will be assigned during sign-in on the first points race date on a first-come, first-served basis. Previous years 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> choice numbers on their membership application. These numbers will be assigned based first upon number availability (from 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 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))

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

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

**203:** No weight may be added to ANY DRIVER.

### **SECTION 300 – DRIVER REQUIREMENTS KARTS**

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

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

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

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

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

## **Official 2017 OVKA Competition Rules and Regulations**

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

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

The Race Director must notify the Board of Directors of the names, information and any further action to be considered at the next Board meeting.

**304.2:** It shall be the duty of every member to conduct themselves at all times in a manner that shall not be publically prejudicial to the Association, nor bring unnecessary criticism on the board or any other member of the organization.

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

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

**305:** Any person who has consumed any alcoholic beverages or illegal drugs on the day of any OVKA event will not be allowed to compete. Any participant or crewmember observed consuming alcoholic beverages or illegal drugs during any event at an OVKA track or sanctioned event 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.

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

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

**306.2:** ELIGIBILITY TO ADVANCE AN AGE CATEGORY:

*"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 June 30 of a competition year, they may advance to classes with the next higher age requirement at the beginning of that competition year. If their birthday occurs after June 30, they may move up on or after their birthday and complete the competition year in classes with the next higher age requirement".* If the competitor does move up an age group, he/she may not return to the younger group (Exception: Junior Novice and Senior Novice Yamaha drivers who move to competitive classes may petition the Race Committee to move back). If a minor driver qualifies to race in 2 different age (class) levels, once the driver chooses the higher (older) level, he/she may not return to the previous age level (younger) without the approval of the Board of Directors.

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. If at least 5 BOD members agree permission will be sought from WKA for insurance purposes, and if approved driver will be allowed to move up early. Request must be submitted to the Board of Directors in writing and will be discussed at the next regularly scheduled monthly Board Meeting.

## **Official 2017 OVKA Competition Rules and Regulations**

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

**307:** There is a MANDATORY Drivers Meeting of all competitors. Minor drivers must have a parent or guardian in attendance with them at all drivers meetings. Failure of parent or guardian to attend will result in the minor driver starting on the tail in all three heats. Minors are defined as anyone under the age of 18. Failure to attend this meeting will result in starting on the tail in all three heats. Special instructions about the track, conditions, rules, and procedures to be used for the day are given. Race Officials will be introduced. Race line-ups are being completed at this time and will be "posted" for viewing by the scoring tower.

**308:** A "new" driver will be required to start their first 3 points race dates on the tail (all 3 heats) in each class entered and is required to have an "X" on the back of their helmet. New drivers who participate in Karting 101 will start on the tail in addition to complying with the "tail-start" policy for 3 points races. Rained out events do not count toward 3 races on the tail. 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. All other experienced drivers will draw for grid position (lowest number to pole 1<sup>st</sup> heat, reverse of draw 2<sup>nd</sup> heat, and average finish position 3<sup>rd</sup> heat).

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

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

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

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

**309.3:** Karters must be registered and display a sticker or band BEFORE entering the track for warm-ups. Failure to do so will result in starting the first two heats on the tail or for qualifying events, karter will not qualify and will start on the tail for the pre-final.

**310:** In order 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). In the event of a rainout, see Appendix B - Weather Policy.

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

### **SECTION 400 – EQUIPMENT RULES**

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

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

*(Continued on next page)*



## **Official 2017 OVKA Competition Rules and Regulations**

### **402:** *Continued from previous page*

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

1. Brake rod clevis pin at pedal cotter pin, safety wired, spring clips, e-clips.
2. Front wheel nuts tight.
3. Front spindle castle nut cotter pin, spring clips, snap ring.
4. Steering arm / tie rod bolt(s) cotter pin, safety wired, spring clips, e-clips.
5. Kingpins cotter pin, safety wired, spring clips or e-clips.
6. Front brakes caliper bolts cotter pins, safety wired.
7. Front brakes friction pad bolts cotter pin, safety wired, spring clips, e-clips.
8. Steering shaft / tie rod bolts cotter pin, safety wired, spring clips, e-clips.
9. Steering wheel bolts cotter pin, safety wired, spring clips, e-clips.
10. Steering wheel castle nut cotter pin, safety wired, spring clip, e-clips.
11. Brake rod clevis pin at master cylinder cotter pin, safety wired, spring clips, e-clips.
12. Brake bias bar mechanical stop cotter pins, safety wire, spring clips, e-clips.
13. Brake master cylinder(s) bolts cotter pins, safety wired, spring clips, e-clips.
14. Fuel hose / oil breathers / cable tied at origin or safety wired.
15. Ballast weight painted white in color or chrome and fastened with 5/16ths bolt double nutted or safety wired / cotter pin. Also must have kart number on each weight.
16. Rear wheel nuts tight
17. Snap ring on Axle safety wired if used.
18. Rear brake caliper halves cotter pins, safety wired, spring clips, e-clips
19. Rear brake friction pad bolts cotter pins, safety wired (Exception: countersunk bolts).
20. Minimum of (2) rear brake rotor bolts cotter pins, safety wired. Unless Nylock nuts are used, then all bolts must be drilled and cotter pinned or safety wired.
21. Bodywork positively attached to kart.
22. Four numbers on all karts: one each located at the front, rear, and both sides; must be readily readable to Scoring and Race Officials
23. Helmet, driving suit/jacket, neck collar, and gloves for inspection; rib vest for Kid Kart and Sportsman-age classes. Chest protectors meeting SFI Specification 20.1 are mandatory for all drivers in all classes where maximum age is 12 or lower.

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

**403: KARTS:** All kart chassis and engine rules and Safety requirements are per WKA Tech Manual (Manufacturers Cup Regulations 2-Cycle Sprint Racing and Gold Cup Regulations 4-cycle Sprint Racing) with the following exceptions. (TaG Regulations governed per Appendix G).

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

- a. Switching chassis, engine system, or tires (excluding rims) without approval of Tech Director will result in disqualification for the day. Only malfunction or safety issues will be allowed.

## **Official 2017 OVKA Competition Rules and Regulations**

- 403.2:** 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). (3/1/05); (3/2/10)
- a. Nose cones must be intact as per specifications throughout race event, if not, entrant will be disqualified. No reinforcing allowed. No cutting off ends allowed.
  - 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. (3/6/07)
  - d. Full rear tire protection is required in all classes. No modifications including cutting, drilling or reinforcing in any way is 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 in accordance with WKA specifications but the attachment points to the kart do not have to be modified.

**403.3:** Numbers and Number Panels: All karts must have 4 numbers to be located on the "front", "right side", "left side" and "rear". Numbers must be on contrasting background and able to be read by Race Officials. Refer to current WKA tech manual, Sections 201 through 214.4 (Manufacturer's Cup) and 251.1 through 263.11 (Gold Cup). If numbers are unable to be read by scoring personnel, manual scoring will NOT be attempted.

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

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

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

**403.7:** OVKA will allow data logger systems, data acquisition systems, computers, etc. to be used during race day.

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

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

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

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

- a. All 2-cycle participants must use spec fuel as prescribed by OVKA.
- b. All 2-cycle participants, except Kid Karts and TaG, must use the spec fuel with (4) ounces of Burris Castor and (4) ounces of Burris Blend or 8 ounces of Redline Synthetic Oil per gallon of fuel. Kid Karts are required to purchase pre-mixed fuel from OVKA on race day.
- c. TaG may run (8) ounces of Castor or Blend in place of the 4/4 ounce mix; TaG Rotax may use Motul oil as per manufacturer's engine specification.
- d. Intake - All fuel or anything else entering the engine, other than atmospheric air, must pass through the inlet needle and seat of the carburetor(s). Modifications to carburetors allowed only as specified in tech rules of the class rules.

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

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

## **Official 2017 OVKA Competition Rules and Regulations**

**405:** AMB 160 transponders are required for racing (except Kid Karts) 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. The transponder must be mounted in a fixed position to the side pod or nerf bar. The leading edge of the transponder may not be closer than 8" for 4-cycles and 9" for 2-cycles from the back edge of the top of the king pin bolt. It is the responsibility of the karter to assure proper installation and operation of the transponder. Every attempt will be made to score if no transponder is picked up except when qualifying.

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

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

### **SECTION 500 – RACING RULES**

**501:** **STARTS:** A rolling start will be used. The START of a race can be as soon as the Head Flagman perceives the entire field of entries (the entire class from the grid) to be in proper alignment. The Starter will start the race at the safest place on the track, not necessarily at the normal start/finish line where the race is ended. Each driver in each heat will receive the starting flag (or green light) as he/she passes the starting line. Drivers "jumping" the start can be penalized at the discretion of the Race Director.

**501.1:** **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 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, etc.) by filling in the vacant spaces left by the absent entrant(s). This is sometimes called the "Criss-Cross" Rule. If 3<sup>rd</sup> place on the grid is absent (inside 2<sup>nd</sup> row), the 4<sup>th</sup> place entry (outside 2<sup>nd</sup> 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).

**501.2:** For qualifying events, karters must be grouped in the specified grouping posted on the lineup board. If a driver is unable to enter the track for their qualifying session with the group, they are gridded with due to mechanical reasons, they may fall back within their class and will be given the chance to qualify within their class by the Race Director. Ties in qualifying will be broken using the next fastest lap.

**501.2.a:** 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.

**501.3:** The karter earning pole position in either the third heat (pea-pick format) or pre-final and final (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** are those races that have been stopped for any reason. The decision to restart on the track or reform on the grid is at the discretion of the Race Director.

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

## **Official 2017 OVKA Competition Rules and Regulations**

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

- a. Any entry not in "running condition" on the track area, after the 90-second time period has ended, may not re-enter the grid area, and may not re-enter the track. See Appendix D.
- b. Entries who are able to re-start within the 90-seconds may return to their gridded positions.
- c. Sportsman-age classes – Track officials will make an attempt to re-start Sportsman-age karters if within the 90-seconds with no requirement to push to the grid apron to re-start.
- d. Drivers with physical impairments - Track officials will make an attempt to re-start karters if within the 90-seconds with no requirement to push to the grid apron to re-start.

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

**503:** The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing, however, if in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants in other than an inadvertent manner, that participant may be subject to penalties such as, one position, two positions, finish behind or disqualification at the Race Director's discretion.

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

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

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

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

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

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

**507:** Any competitor deliberately driving his/her kart onto the course "shoulder" during a race will suffer a penalty 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, he/she must rejoin in at the nearest possible point with the safety of themselves and other competitors as a priority. No improvement in position (placement/distance) is allowed.

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

**509:** If during a race, the kart stops on the track it cannot be restarted. If the engine stops within the **90 Second Rule**, the driver may push his kart back to the grid apron area with no assistance allowed from pit crew or track personnel and restart before the 90 Second Rule has expired. Pit personnel are allowed to assist in the "grid apron area", not on the track or racing surface. Refer to Section 502.1 regarding Sportsman aged classes.

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

## **Official 2017 OVKA Competition Rules and Regulations**

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

**512:** NUMBER OF KARTS: The maximum number of karts permitted in any one race should be determined by the Board of Directors and 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.

**514: Rain Racing Procedures:** The Race Director will declare if drivers have the option of (1) racing on either wet or dry tires, or (2) must switch to rain tires. Once Race Director deems wet weather conditions have passed, subsequent races will revert to dry tires. If during the course of a race, track conditions change from dry to wet, or wet to dry the Race Director may elect to red flag an event and direct competitors to change tires. If in such cases half distance has been reached, the race will be considered complete. The Race Director will give a reasonable amount of time to switch over from wet or dry tires (Approx. 15 minutes) Raceable wet weather conditions are defined as a wet track with no deep standing or heavy running water on the track surface. Heavy rain fall, or electrical storms do not constitute acceptable wet weather racing conditions. Race Director may make changes to the race format due to wet weather conditions. All tires must be painted prior to being used in a race. There will be two make up dates on the schedule in case of extreme weather conditions necessitating cancelation of an event. The President can cancel an event by 8pm the day before, and an announcement will be posted on the OVKA website, and social media platforms. If cancelation occurs on race day the BOD will make a decision one hour after sign in closes.

### **SECTION 600 – POST-RACE RULES**

**601:** At the conclusion of the last heat the overall top five karts 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 (refer to WKA rule 502.6). 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. Fuel disqualifications are non-droppable.

**601.2:** The engines and karts of the top 5 overall finishing places in each class, and any others designated by the Race Director or Tech Director, in all sanctioned events are subject to post-race teardown and inspection. One person from the entry plus the Inspector(s) is allowed to be in view or sound of the tech procedure. 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 and will receive last place points for the heat.

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

**601.4** Participants who are disqualified for "the day" will receive zero points, which must be applied to year-end point totals. In the event a driver is disqualified from his/her class for un-sportsmanlike conduct, that driver will be penalized and have to use that race (zero) in his/her overall year-end points, that is, the driver may not use it as a drop race. Otherwise, the driver may use the disqualification as a drop race for post-tech violations (except fuel). If the driver is disqualified a second time for any reason, this will result in the same penalty as 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 and/or fuel-related disqualification will be subject to the penalty of not using this as a drop race.

### **Official 2017 OVKA Competition Rules and Regulations**

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

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

**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 must be carried as a zero in overall year-end points.

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

**606:** After 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. Pit passes are sold as "day of event" only. **Everyone in the pit area must have a pit pass displayed on his or her wrist.** Violation of this rule may lead to disqualification for the day. The Pit Pass fee is separate from entry fee.

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

**703:** The use of open flame devices in the pit or grid area is prohibited (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 department of his/her pit crew. Any driver whose crew violates any O.V.K.A. regulation, or disobeys the instructions of the Race Officials, will be "black flagged" to his/her pit and instructed to tell his/her crew to observe the regulations or the entry will be disqualified and the entry and crew instructed to leave the grounds immediately.

**706:** There is no driving or riding of any type of vehicle in the pits during any O.V.K.A. event. All karts are to start their motors on the grid area and stop their motors at the scales. Failure to follow this procedure will result in penalties and/or disqualification. It is **strongly recommended** that no tow vehicles or trailers be 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. O.V.K.A. reserves the right to disqualify or penalize entrant if damage occurs to another kart.

**706.1:** Driver must be in the seat of their kart when on the ground when the engine is running.

## **Official 2017 OVKA Competition Rules and Regulations**

**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:** O.V.K.A. does not normally operate races that require "hot pitting procedures". Karts are not allowed to come in for refueling. During a race, assistance may not be given to an entry on the track or in the pits. Hot racing pit procedures may be needed at special events, and those rules will be made known to all entrants during the drivers meeting by Race Officials.

**710:** Unleashed pets and animals, bikes, tricycles, rollerblades, skates, skateboards, scooters, radio controlled vehicles including drones, etc. are not allowed in the pits or pit parking area for which O.V.K.A. is responsible during racing events. (Track Owner may make an area available on the property not controlled by O.V.K.A.). **NO** pets are permitted on the grid area during racing events. Pet owners must clean up after their pets.

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

### **SECTION 800 – FLAG RULES**

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

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

**YELLOW:** Used instead of the green if the track is partially blocked by accident or objects that may have fallen off competing vehicles. It means to slow down, use caution, hold your position, 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 immediately! Clear the circuit (pulling off to the side and stop engine) as soon and as safely as circumstances permit. The track is hazardous and unsafe for racing. Come to a safe and controlled stop on the racecourse with your **hand held up in the air** to signal your slow pace to competitors behind. Remain in your kart until all vehicles around have stopped. When told by a Race Official, push your kart to the area designated for restart.

- 1) Any competitor who is (or appears to be) injured, necessitating a red flag, shall be required to sit out the balance of the 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. 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.

## ***Official 2017 OVKA Competition Rules and Regulations***

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

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

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

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

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

**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 in a reasonable manner.

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



## ***Official 2017 OVKA Competition Rules and Regulations***

**PIT STEWARD:** The Official having charge of the pit area and any Officials working in his/her area. The Pit Steward shall keep all unauthorized personnel out of the grid, scale and track areas. They shall communicate warnings and penalties as assessed by the Race Director to the competitors. This is a courtesy to the competitor and every attempt will be made to communicate such actions, but even if not communicated a warning or penalty will still be imposed. The Pit Steward shall also report any irregularities or unsportsmanlike violations to the Race Director, 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. His flag signals are to be obeyed without exception, and failure to do so may result in disqualification from the heat or for the day. The Head Flagman shall conduct a meeting of all drivers prior to the start of an event to explain the flags, their use, and rules of the road, 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 his portion of the track. They have no power to disqualify, but the information they offer can and will be used, if needed, to make decisions pertaining to penalties or disqualifications. **THEY CAN ONLY USE THE RED FLAG IN CASE OF EXTREME EMERGENCY WHEN AN INJURY OR BLOCKED TRACK IS PRESENT**, or when ordered by the Head Flagman/Race Director, 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, monitors 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, assist with merchandise sales, 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, volunteer credits and merchandise. Responsible for entering penalties and printing finishes and grid sheets for each class. The Tower Coordinator reconciles 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.

**Official 2017 OVKA Competition Rules and Regulations**

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

- 1001:** Enforcement and Policing Policy: The Race Director or his designated representative shall arrange to:
- A. Enforce all rules and regulations pertaining to driving;
  - B. Observe driving habits and conduct of all drivers entered in an O.V.K.A. sanctioned event;
  - C. Submit a written report to the O.V.K.A. Board of Directors on infractions of the rules, or any unsafe or unsportsmanlike conduct on the part of any driver or crewmember.

**1002:** Drivers in that class must notify the scale worker immediately after a heat of their intent to file a 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 must be signed by the person protesting and will not be considered if the form is not completely filled out 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. In the case of a scoring protest, protest must be submitted 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 his or her 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.

**LEVEL 1 PROTEST** – The Race Director will make the decision based on information gathered by officials and involved competitors. The Race Director will then deliver the decision to the competitor. A level 1 protest must be submitted prior to a level 2 protest.

**LEVEL 2 PROTEST** – 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.

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

- (1) He or she 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 and two (2) general members for the entire year.

**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 including 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.

- a. If a penalty is protested by the penalized driver, the committee must check with tower staff to find out the basic detail of the penalty. After reviewing the protest, they are without fail required to interview all drivers and witnesses listed in the protest to determine the validity of the penalty. If the protest committee feels overturning a race officials' decision is necessary, they must interview the race officials before making a final decision.
- (2) 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 his or her board appeal within 15 minutes after the race official or Protest Appeal Committee chairperson has given the decision on his/her initial protest. If the protest is upheld, the fee will be refunded.

## ***Official 2017 OVKA Competition Rules and Regulations***

**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 third heat as they exit the track. Anyone filing a protest on another competitor's equipment must keep his or her own 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. O.V.K.A. KEEPS \$20 AS A PROTEST FEE.

**1004:** Probation, Suspension, and Termination of Members: Any penalties levied under this rule shall require a review of all pertinent information by the Board of Directors at the next regular or special meeting. Every attempt will be made to contact the driver/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 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 that 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 be in attendance at the next Board meeting if facing possible disciplinary action.

## Appendix A: OVKA SPONSORSHIP OPPORTUNITIES

### G&J Kartway Billboard System & Banners

#### **4' x 8' Billboard**

\$50 per year + cost of Graphics & Installation

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

\$100/per year (3 banners for \$200)

- 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 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 PA at all OVKA Events (which includes Races, Swap Meet and Banquet)
- 2 - Year-End Banquet Tickets
- Name on Mid-Season and Year-End Awards
- Sponsor Promotion Days\* (see explanation below)
- 1 - Swap Meet Regular Booth (8' x 10' booth)
- 2 - Gate Passes per OVKA Points Event
- Billboard space (see above)

#### **Racing Sponsor: \$1,150 / year**

Benefits:

- Pit Spot at G&J Kartway during OVKA points events for the entire season plus Karting 101.
- Website Ad and Internet Link
- Announcements over PA at OVKA Events (which includes Races, Swap Meet, and Banquet)
- 2 - Year-End Banquet Tickets
- Name on Mid-Season and Year-End Awards
- Sponsor Promotion Days\* (see explanation below)
- 1 - Swap Meet Regular Booth (8' x 10' booth)
- 1 - Racing Entry per OVKA Points Event
- 2 - Gate Passes per OVKA Points Event
- Billboard space (see above)

#### **Series Sponsor: \$4,500/year**

Benefits:

- Specify sponsors' products for use in series (i.e. tires, etc.)
- Plus same benefits as Racing Sponsor

#### **Swap Meet Sponsor(s): \$2,000/year total (can be split among multiple sponsors)**

Benefits:

- Advertising on flyers, in magazines, special announcements at Swap Meet

#### **Sponsor Promotion Days –**

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

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

**Appendix A:  
OVKA SPONSORSHIP OPPORTUNITIES  
(continued)**

**III. Other Income**

- a. Reserved Pit Spot: \$150/year for all reserved pit spots good for all OVKA points events and two non-points event (Karting 101) at Camden only.  
Reserved pit spot fee to be paid by April 1<sup>st</sup>.  
Racing sponsors have first choice of available spots, if they meet the deadline date stated on the Yearly Sponsorship Agreement.  
Other pits spots may be voluntarily rented.
  
- b. Membership: Family or single  
\$35/year - 100-50% of races  
\$25 - 49-25% of races  
\$15 - 24-0% of races
  
- c. Spirit & Racing Clothing: Includes stickers, patches, hats, shirts, jackets, etc.

## Appendix B: HOW OUR POINTS SYSTEM WORKS DAYS POINT VALUES FOR CHAMPIONSHIP POINTS SERIES

### DAYS FINISH POINTS PLUS THE NUMBER OF ENTRIES IN CLASS

Number of Entrants	Finish Position																								
	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th
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 21st and higher receive the same points

**OVERALL SEASON POINTS WINNERS:** Are those OVKA members with the highest number of points earned from 12 out of 14 races the entire season.

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

**TIE BREAKING METHOD USED:**

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

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

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

Grid positions are determined during “sign-in” by your “draw” number (computer generated or manually drawn; see exceptions below). 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 after 10:00 a.m. (daytime races) and 5:00 p.m. (evening races).

### Races Are Lined Up As Follows:

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

Exception: For qualifying events, the initial grid lineup to qualify will be based on point standings at the time; visiting competitors will be lined up at the rear of the field. For qualifying events, karters must be grouped in the specified grouping posted on the lineup board. If a driver is unable to enter the track for their qualifying session with the group they are gridded with due to mechanical reasons, they may fall back within their class and will be given the chance to qualify within their class by the Race Director.

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

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

NOTE: See Section 501.3.

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

- 1) The racers who complete the designated number of laps;
- 2) Any participants who completed subsequent laps in decreasing order; in the event of more than one racer going off the track at the same time, position at the last scored lap determines order;
- 3) Weight disqualifications;
- 4) Technical disqualifications;
- 5) Unsportsmanlike disqualifications (receive last place points plus up to a 10-point penalty at Race Director’s discretion). Ties in points after 2 heats are broken by who had the fastest time in either heat to determine the 3rd heat line up. The lowest number of points earned will start on the POLE POSITION and the highest number of points earned will start on the TAIL POSITION. 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.

**OVERALL WINNER:** The overall winner of the event is the entry with the lowest accumulated total of points earned from each of the 3 heat races. Ties in points after the 3rd heat are broken by who had the best finish in heat 3.

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

**Appendix C:  
HOW THE O.V.K.A. GRID SYSTEM WORKS  
(continued)**

**EXCEPTIONS:**

- Champ Race format is qualifying on day one and a pre-final and final on day two. Winner of the final is overall winner for the day.
- Other qualifying races will be one-day events with qualifying, pre-final and final. Winner of the final is 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. Winner of the final is overall winner for the day.

NOTE: It is the karter's responsibility to assure proper installation and operation of their transponder.



## Appendix D: SPECIAL RULES AND INFORMATION

**TIRE REQUIREMENTS:** O.V.K.A. adopted a "Spec Tire Rule" in 1988. The only tire approved is the 5" diameter Bridgestone YLC compound in the sizes shown for each class. No other tire compounds are allowed except as specified in class structure. Tire Exception: Racers can use any tire manufacturer (sizes according to specific class), bypass the scale at the end of the race, will be disqualified for the day and are ineligible for any prizes/points for that event.

<b>AGE REQUIREMENTS:</b>	
Kid Kart Ages	5 through 8 (WKA local option approval)
Yamaha Rookie Sportsman Ages	7 through 10
Sportsman Ages	8 through 12
Junior Ages	12 through 15
Senior Ages	15 and up
Master Ages	35 and up

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

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

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

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

FAILURE TO OBTAIN ANY WARM-UP	2 HEATS ON TAIL
NOT ATTENDING DRIVERS MEETING	3 HEATS ON TAIL
ENTERING TRACK FROM OTHER THAN GRID DURING PRACTICE	2 HEATS ON TAIL
LEAVING GRID AREA IN UNSAFE MANNER	COULD RESULT IN STARTING HEAT ON TAIL
CLASS WARM-UP IN WRONG CLASS	2 HEATS ON TAIL
FIGHTING OR IMPROPER LANGUAGE	DQ FOR DAY

## 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. In order 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 a 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 Kart 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\*)
- 2<sup>nd</sup> Place – Class Runner-Up Jacket (Red)

(Note: Does not apply for Kid Karts, Sportsman Novice and Senior Novice Yamaha).

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

### DRAWINGS AND RAFFLES

OVKA over the years, has had prizes based on the participation of its members. By attending and competing in 50% or more of the events, your name will be in at least 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 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 work day or other Board approved event (minimum ages are 10-years-old for work days and 13-years-old for shows); four-hour shifts at non-OVKA events may qualify for a volunteer credit provided they are submitted on an official form within two weeks of 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.

### KID KARTS, YAMAHA JUNIOR NOVICE & YAMAHA SENIOR NOVICE

The Kid Kart, Yamaha Junior Novice and Yamaha Senior Novice classes are non-points classes, and have no awards for year-end points, but entries do count toward year-end participation awards/prizes by attending and competing in 50% or more of the events. Kid Kart drivers receive awards at each event as well as a trophy and participation prize at the banquet based on the level of participation. Sportsman Novice drivers with 50% or better participation receive year-end trophies and a participation prize at the banquet based on level of participation. Yamaha Junior Novice and Yamaha Senior Novice drivers who compete in 50% or more of the races receive a plaque award and a participation prize at the banquet based on level of participation. In order to receive awards/prizes, participant must be a member.

**Appendix E:  
END OF YEAR AWARDS & PRIZE SCHEDULE  
(continued)**

**PLAQUE AWARDS**

All members (with the exception of Kid Karts, Yamaha Junior Novice and Yamaha Senior Novice who compete in eleven (11) or more different O.V.K.A. events will be given a plaque award at the banquet unless they receive a trophy for a top 5 finish.

**PRESIDENT'S AWARDS**

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

**CHAMP RACE - FAST TIME AWARD**

This annual event is conducted over 2-days with qualifying on Saturday for "Fast Time". The race is held on Sunday consisting of pre-final and final heats. Saturday qualifying consists of two laps; second day qualifiers receive one lap. "Fast Time" is awarded in each class (excluding Kid Karts and Sportsman Novice) for Saturday qualifiers only. Saturday qualifiers line up ahead of Sunday qualifiers. The top five finishers in each class will receive an award except Kid Kart participants who all receive an award. "Fast Time" awards are presented at the annual banquet.

## Appendix F: 2017 CLASS STRUCTURE

<b>Class</b>	<b>Age**</b>	<b>Weight</b>	<b>Front Tire Size</b>	<b>Rear Tire Size</b>	<b>WKA Reference</b>	<b>Fuel</b>
Kid Karts (Unrestricted)	5 thru 8	150 lbs. min.	4.50	4.50	Kid Karts	Gas/Oil
LO206 Kid Kart	5 thru 8	200 lbs. min.	4.50	4.50	LO206 Kid Kart	Gas
Yamaha Rookie Sportsman (Includes Yamaha and Cadet chassis)	7 thru 10	225 lbs. Δ	4.50	4.50	Yamaha Rookie Sportsman Final 1&2	Gas/Oil
Sportsman LO206	7 thru 12	265 lbs.	4.50	4.50	Sportsman LO206	Gas
Yamaha Sportsman	8 thru 12	245 lbs.	4.50	4.50	Yamaha Sportsman	Gas/Oil
Yamaha Junior (SSX can)	12 thru 15	320 lbs.	4.50	6.00/7.10***	Yamaha Junior Lite	Gas/Oil
Yamaha Senior Y Pipe	15 and up	345 lbs.	4.50	6.00/7.10***	Yamaha Senior Sportsman	Gas/Oil
Yamaha Masters Y Pipe	35 and up	365 lbs.	4.50	6.00/7.10***	Yamaha Masters	Gas/Oil
TaG Senior ▼	15 and up	See TaG Addendum	4.50	7.10	Refer elsewhere in rulebook & WKA TaG	Gas/Oil (See #3 below)
OVKA 420	15 and up	450 lbs.	4.50	6.00/7.10***	Local Option Class	Gas
Yamaha Senior Novice (Non-Points)	15 and up	340 lbs. Can 365 lbs. Pipe	4.50	6.00/7.10***	Yamaha Senior Sportsman	Gas/Oil
LO206 Senior	15 and up	360 lbs.	4.50	7.10	Local Option Class/LO206	Gas

**THE ABOVE CLASSES ARE THE ONLY CLASSES OFFERED BY OVKA. FOUR OR MORE KARTS OF AN EXISTING WKA CLASS MAY CREATE A CLASS AT THE TRACK. FOUR OR MORE KARTS OF A NON-WKA CLASS MAY PROPOSE A LOCAL OPTION CLASS WHICH MUST BE SUBMITTED TO WKA FOR PRE-APPROVAL.**

**Competitors in “non-offered classes” will be placed with another class of similar speed and age group at the Race Director’s discretion. If a “non-offered class” averages four or more karts for the season, it will be added to the active classes and receive year-end awards.**

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

▼ TaG Senior may be subject to weight changes periodically throughout the year.

Δ MINIMUM WEIGHT: 225 lbs. for karts with wheelbase between 35” and 39.75” (100 cm) / 215 lbs. for karts with 39.75” wheelbase and up.

- 1) OVKA reserves the right to combine classes.
- 2) All 2-cycle participants must run spec fuel as prescribed by OVKA.
- 3) All 2-cycle participants, except Kid Karts and TaG, must use the spec fuel with either (4) ounces of Burris Castor and (4) ounces of Burris Blend or (8) ounces of Red Line oil per gallon of fuel. TaG may run (8) ounces of Castor or Blend in place of the 4/4 ounce mix; TaG Rotax may use Motul oil as per manufacturer’s engine specifications.
- 4) All tires are to be Bridgestone YLC unless noted.
- 5) Class entry fees for members are \$35 for first entry; \$20 for each class thereafter. Non-member entry fees are \$40 for first entry and \$35 for each class thereafter. An additional fee applies for Kid Karts to cover the cost of fuel.
- 6) Kid Karts will not receive points. Yamaha Senior Novice will have points maintained for tracking purposes only. All race and year-end awards and/or prizes will be based on participation.

## Appendix F: 2017 CLASS STRUCTURE *(continued)*

### SENIOR NOVICE YAMAHA (LOCAL OPTION CLASS)

AGE: Minimum 15 years old.

ELIGIBILITY: This is a non-points class (no trophy or jacket). Year-end plaque will be given at the banquet (with 50% or better participation); drawings based on level of participation. No one with a top three year-end finish from any OVKA division or any other kart sanctioning association may compete. Drivers in this class may not simultaneously compete in any other OVKA class, nor may drivers in any other OVKA class compete simultaneously as a Novice. **Drivers who compete in this class through misrepresentation of their experience will be disqualified for the day.**

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

ENGINE: Yamaha KT-100.

EXHAUST: SSX Can (4 hole can). Or Sr. Y Pipe

WEIGHT: 340lbs for Can, 365 for Pipe (driver and kart).

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

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

## Appendix F: 2017 CLASS STRUCTURE (continued)

### OVKA 420cc (LOCAL OPTION)

#### 420cc Builder Modified Predator OHV engine Technical Specifications For 2017 season

BM (Builder Modified) Predator/Lifan 420cc OHV engine With or without Electric Start – Approved Engines: OHV Predator part # 60340 (non-hemi) or Lifan 420cc engine part #'s LF190-BRQ (non electric start), LF190-BDQ (electric start with 3 amp charging system), LF190-BDQC (electric start with 18 amp charging system), 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 or non 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 powdercoat). If 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.

Cylinder Head Requirements: Predator or Lifan 420 cc 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 combustion chamber is allowed. Valves, retainers and lash cap must be stock. Lash caps are permitted on both valves. No aftermarket valves 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 gasket/s may be after market, must be of stock configuration, 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" +/- .005" (90 mm) and may not be over-bored. Stroke is 2.598" +/- .005". (66 mm)

**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 allowed. Rod length is specified as 4.410" (112mm).

Continued

**420cc Builder Modified Predator OHV engine Technical Specifications For 2017 season**  
**(Continued)**

**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 head volume. NOTE: Weight of engine and placement of plug hole make it difficult to prevent trapped air. Cylinder head must be close to level as measured on top fin. Oil must come to lowest portion of spark plug hole without overflow. Rotate flywheel slowly.

**Carburetor/Intake Requirements:** Stock Huayi, SP or RUI\*ING carburetor. Maximum bore of 0.920" , Carburetor Air Filter adapter overall length is a max 1.375" length allowed of any material. Pulse-type fuel pump is mandatory. Fuel pump must be pulsed from one of the following: 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 be present and in working order. Jet openings, air bleeds jets, and emulsion tubes are non-tech. 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. Fuel bowl may have an overflow system.

**Piston Requirements:** Must be stock Predator or Lifan 420cc piston (Overall height: Minimum 2.595 (66mm) with no further modifications. Rings must appear stock and all rings must be installed. Piston may not pop out above cylinder deck. Rings may not fall through bore. Wrist pin: Minimum diameter of 0.786" (20 mm), Minimum length of 2.431" (61.6 mm) Center of wrist pin to top of piston: 1.106" +/- 0.005" (28.1mm) from top of Wrist pin bore to piston top nominal size is 0.708" (18mm)

**Valve Train:** Stock valve-train only in stock configuration including stock rocker ratio of 1.2:1 Max, stamped steel rocker arms. Exception: Any single or dual valve springs and valve spring shims are allowed must use Stock OEM valve retainers. Lifter overall length: min 1.891"; Push rod cup depth of 0.138" max. Push rod 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. 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). Outside face of 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. Valve cover and gasket is non-tech.

Continued

**420cc Builder Modified Predator OHV engine Technical Specifications For 2017 season**  
**(Continued)**

**Camshaft Requirements:** Dyno cams grind number MOD-2 for GX390 only, ez-spin assembly must remain as stock. 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: .2225	.2233
C/L: 108.5 ATDC	110 BTDC
DUR @ .050" 244.2	245
VALVE LASH: .003"	.003"

**Crankshaft Requirements:** Stock, factory crankshaft, balance shaft, and with stock, factory timing gears in stock aligned location. No modifications to crankshaft allowed. 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" (30 mm – 29.66 mm) minimum.

**Crankshaft length may be cut for clutch fitment.**

**Block Requirements:** Stock Block, as cast and produced with no alterations or modifications other than those specifically permitted. 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 block may be drilled and tapped for repairs or other uses. Additional side cover gaskets as required for crankshaft thrust are permitted. All parts associated with the governor and the low oil sensor may be removed, plugging any associated holes allowed.

**Flywheel/Ignition:** Stock, unaltered flywheel only. Weight, approximately 13#. 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 and starter must be in place and operable. Grinding/ machining on flywheel are not allowed. Cutting down the starter cup is allowed for clearance of an aftermarket flywheel screen. Plastic fan is not a tech item. Ignition timing is non tech. Stock ignition module only, no modifications of any type allowed. Sparkplug connector must be stock as from factory. All Electrical Components must be intact.

Continued



**420cc Builder Modified Predator OHV engine Technical Specifications For 2017 season**  
**(Continued)**

**Header and Muffler Requirements:** Header Pipe Length: Minimum 18"-Maximum 25". The diameter of 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.

**Clutch Requirements:** 1" Bore, Shoe Type Clutch only. Clutch springs are not a tech item.

**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 is allowed to recirculate the oil to a fitting on the top of the crankcase. One hole is allowed to be drilled for a fitting in the top of the crankcase directly above the connecting rod. The pump can get it's pulse from the crankcase or the valve cover. All oil hoses must be kept as short as possible to get the job done, i.e. 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.

## **Appendix F: 2017 CLASS STRUCTURE (continued) TaG REQUIREMENTS**

In order to achieve parity among 12 motor configurations that are currently available, O.V.K.A. has established the following criteria for the TaG class. The class will follow all O.V.K.A. chassis, fuel, oil, and tire specifications unless otherwise noted. WKA 2015 Manufacturer's Cup TaG Regulations (except Biland engine) technical specifications apply. OVKA weight specifications apply. (3/6/07)

**Name:** TaG Senior

**Age:** 15 years and up

**Weight:** See table below

**Engines:** See table below

**J. Tires:** 7.10 rear, 4.50 front; Bridgestone YLC compound.

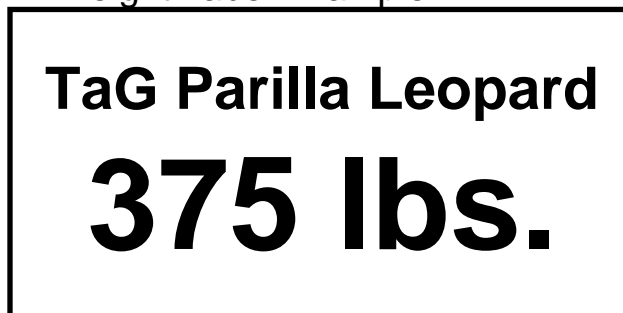
**FUEL/OIL:** TaG may run (8) ounces of Castor or Blend in place of the 4/4 ounce mix;  
TaG Rotax may use Motul oil as per manufacturer's engine specifications.

<b>Motor/Engine</b>	<b>TaG Senior Weight (lbs.)</b>
Vortex ROK TT	375 lbs.
Rotax Max FR125	385 lbs.
Biland	410 lbs
Parilla Leopard	375 lbs
Parilla Leopard X30	375 lbs.
Comer	430 lbs.
Motori Seven	380 lbs.
PRD FIREBALL – 03-07	350 lbs.
Sonik TX125	395 lbs.
Sonik VX118	365 lbs.
Cheetah SQ 125	350 lbs
MB Jaguar 125	370 lbs.
Easykart 125	350 lbs.
Italsistem	370 lbs.

<b>Motor/Engine</b>	<b>TaG Masters Weight (lbs.)</b>
Vortex ROK TT	396 lbs.
Rotax Max FR125	385 lbs.
Biland	410 lbs.
Parilla Leopard	395 lbs.
Parilla Leopard X30	395 lbs.
Comer	TBD
Motori Seven	400 lbs.
PRD FIREBALL – 03-07	370 lbs.
Sonik TX125	415 lbs.
Sonik VX118	385 lbs.
Cheetah SQ 125	370 lbs.
MB Jaguar 125	TBD
Easykart 125	370 lbs.
Italsistem	TBD

1. WKA 2013 Manufacturer's Cup TaG Series Regulations section 609 (for technical specifications); Exception: Biland engine – refer to TaG USA specifications.
2. OVKA weight specifications apply (see above); weights subject to change.
3. New engines may be added per WKA rules.
4. Removal of starter, battery and ring gear is permitted.
5. Allowed to run solid pipe in lieu of flex pipe.
6. If equipped with an onboard starter, TaG may restart during a race and proceed racing by reentering in a safe fashion.

Weight Label Example:



## Appendix G: 2017 WORKER / CONFIGURATION SCHEDULE

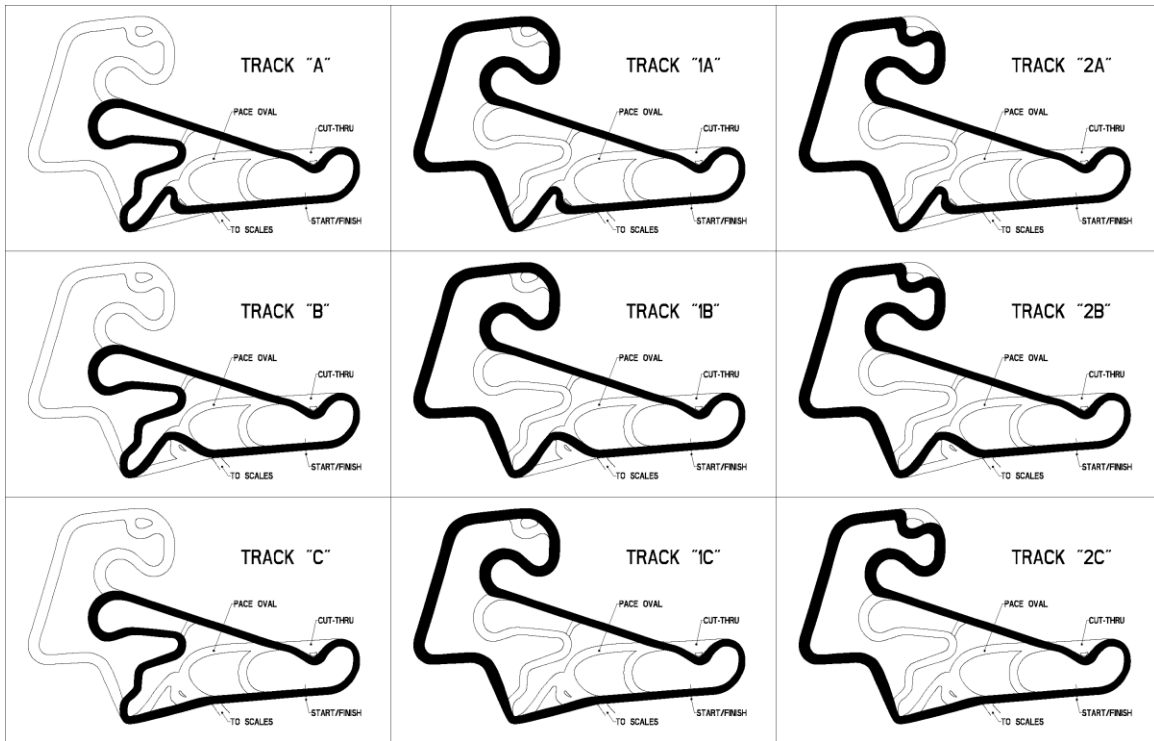
Race	Track	Workers**
Karting 101	G&J Kartway	Sportsman LO206
Race #1	G&J Kartway	Yamaha Masters
Race #2	G&J Kartway	Yamaha Junior
Race #3	G&J Kartway	Yamaha Sportsman Yamaha Junior Novice
Race #4	G&J Kartway	Yamaha Rookie Sportsman Yamaha Senior Novice
Race #5	G&J Kartway	TaG Senior
Race #6	G&J Kartway	LO206 Sr.
Race #7	G&J Kartway	Yamaha Masters
Race #8	G&J Kartway	Yamaha Sr. Novice OVKA 420
Race #9	G&J Kartway	Yamaha Junior
Race #10	G&J Kartway	Yamaha Rookie Sportsman Yamaha Senior Novice
Race #11	G&J Kartway	Kid Karts Yamaha Senior Y Pipe
Race #12	G&J Kartway	Yamaha Masters
Race #13	G&J Kartway	Yamaha Junior
Race #14	G&J Kartway	Yamaha Sportsman Yamaha Junior Novice
Charity Race	G&J Kartway	TaG Senior

\* See next page for configuration diagrams

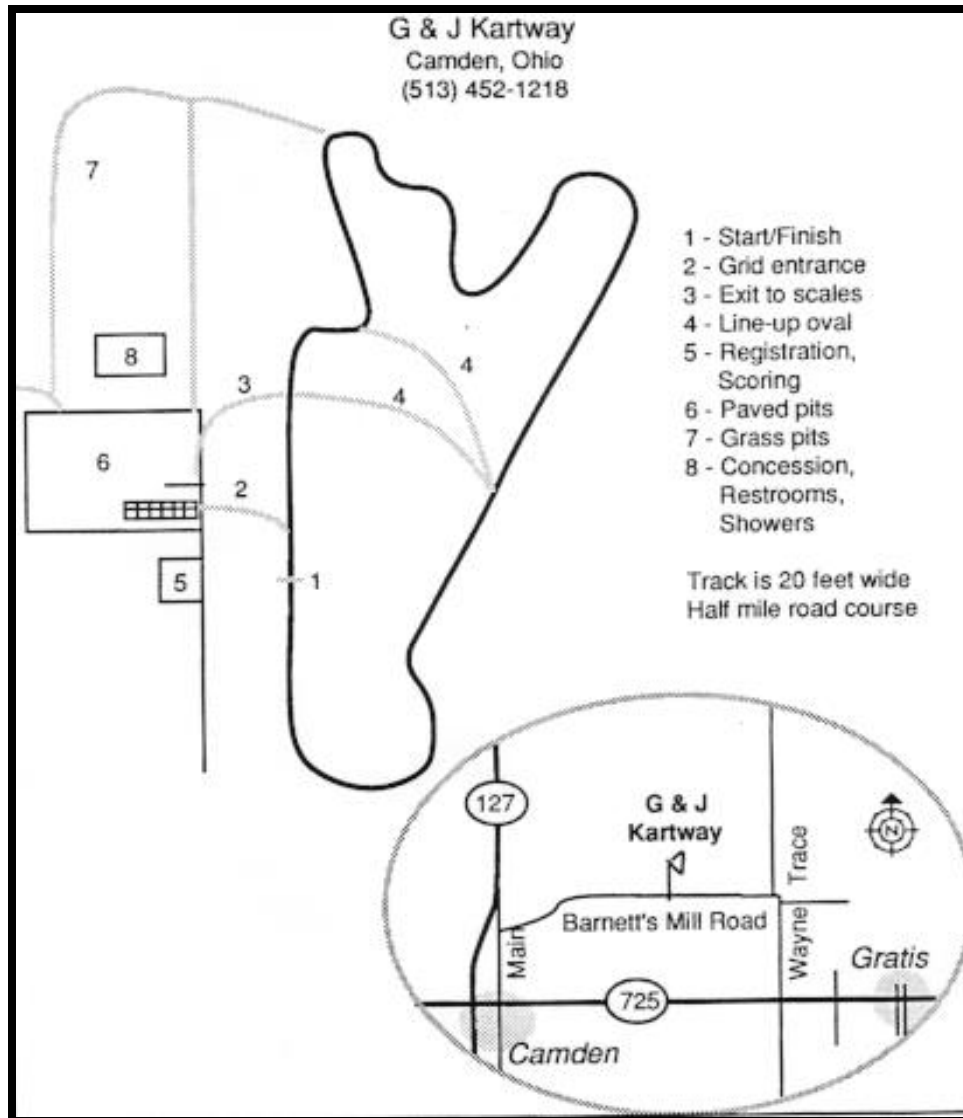
\*\* WORKERS

In the event of unfilled track worker positions, racers are required to provide workers based on the schedule above. Workers do not have to be racers or crewmembers. The classes listed above are responsible to supply workers if needed, see Section 101. Worker Schedule subject to change.

## Appendix H: G & J KARTWAY TRACK CONFIGURATION DIAGRAMS



## Appendix I: TRACK MAPS



## **APPENDIX J: OVKA 2017 KID KART REGULATIONS**

### **KID KARTS**

- Comer C-50, C51 and LO206 motors

**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 same race day format as all other classes.
  - Drivers will race same track configuration as all other classes.
  - Transponders are optional. Participation medal for drivers not running transponder
    - For those choosing to race with transponders:
      - At conclusion of final race top 5 proceed to post-tech
      - Karts entering post-tech must have their own tools.
      - Trophy for top 3, participation medals for all others
  - No yearly points. However, drivers do accumulate participation points.

### **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.**

### **KID KART CHASSIS SPECIFICATIONS**

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

**CHASSIS DESIGN:** No offset karts. Seat must not be offset beyond the outside edge of 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.

## APPENDIX J: OVKA 2017 KID KART REGULATIONS (Continued)

**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:** Bridgestone YLC Size 10 x 4:50. Maximum rear tire circumference is 33.”

### KID KART ENGINE SPECIFICATIONS

#### **Comer C-50 or C-51**

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.

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

**Fuel:** Camden BP 87, pump 1. Mix with either 4oz Burris/4oz Castor (8oz total) or 8oz Redline per gallon.

**Chain:** #219 chain, 10-tooth driver, 89-tooth rear sprocket

**CARBURETOR:** Model SHA 14-12L DellOrto. All parts must be “as cast”. No repairs to broken carburetor bodies. Stripped bolt holes may be repaired with thread inserts, or next size larger bolt may be installed. Additional return spring on carburetor or on foot pedal required for safety.

**VENTURI:** 0.475” No-Go.

**JET SIZE:** 0019” Must-Go, 0.026” No-Go.

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

**INTAKE MANIFOLD:** Intake manifold must be stock. No polishing allowed.

## APPENDIX J: OVKA 2017 KID KART REGULATIONS (Continued)

**INTAKE MANIFOLD RESTRICTOR:** Manifold restrictors not required.

**AIR FILTER:** Stock air filter with at least one stock foam filter element. The K&N RC-1250, AFR80, or AFR80TC may be used instead of stock filter assembly.

**COMBUSTION CHAMBER:** OEM shape. CC: 8.3 minimum using cc measuring plug. 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.

**CYLINDER:** Liner and aluminum cylinder "as cast". No grinding allowed. (See Figure at end of this section)

**PORT HEIGHT CHECK:** Install dial into cylinder and zero. Insert 3mm rod, no longer than 3.00" (76.3mm), approximately 0.25" (6mm) into appropriate port. Rotate piston until gentle contact is made. Release 3mm rod, it is to remain unsupported. Read dial indicator. Exhaust: 1.200" minimum, Intake: 0.370" maximum.

**BASE GASKET:** Must be in place, no maximum thickness.

**PISTON:** Must be OEM and stock appearing. Both skirts must be same length +/- 0.015" both sides. Minimum piston length from bottom of ring land to bottom of piston is 1.210". (See figure at end of this section.)

**RINGS:** Must be OEM rings, max gap 0.040". Rings cannot fall through cylinder. (Both rings must be in place)

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

**MAIN BEARINGS:** Brand is non-tech, but must be the same size and type as OEM. Exception: Dual row bearings are permitted. Ceramic ball bearings or any type of exotic design bearings are not permitted.

**CRANK SEALS:** Must be installed as OEM. Seal brand is non-tech, but no attempt to reduce sealing or drag is allowed. Evidence of a leaking seal is grounds for disqualification.

**IGNITION:** Timing shall be checked with a dial indicator as per published procedure. Flywheel key must be in place and unaltered.



## APPENDIX J: OVKA 2017 KID KART REGULATIONS (Continued)

### **COMPLETE IGNITION TIMING CHECK PROCEDURE:**

- Remove spark plug.
- Remove starter cover.
- Install dial indicator in spark plug hole.
- Set dial indicator to 0.0 at top dead center.
- Rotate flywheel in counter clockwise direction until the left hand (leading) edge of the first magnet is exposed to the left side of the coil.
- Observe mounting lug of coil. Note that the bottom of the lug is machined to match the curve of the flywheel. The left- hand edge of the lug (nearest to engine center) is the edge which will be used to determine ignition timing.
- Continue to rotate the flywheel counter clockwise to align the right hand (trailing) edge of the magnet with the left hand side of the mounting lug and read dial indicator. Right hand (trailing) edge of the magnet must be between 0.040" and 0.060" before top dead center. Any dial indicator reading outside these dimensions is illegal.

**PLUG BOOT:** Non-tech.

**PLUG WIRE:** OEM.

**SPARK PLUG:** Plug brand is non-tech. Plug reach must be OEM (3/8").

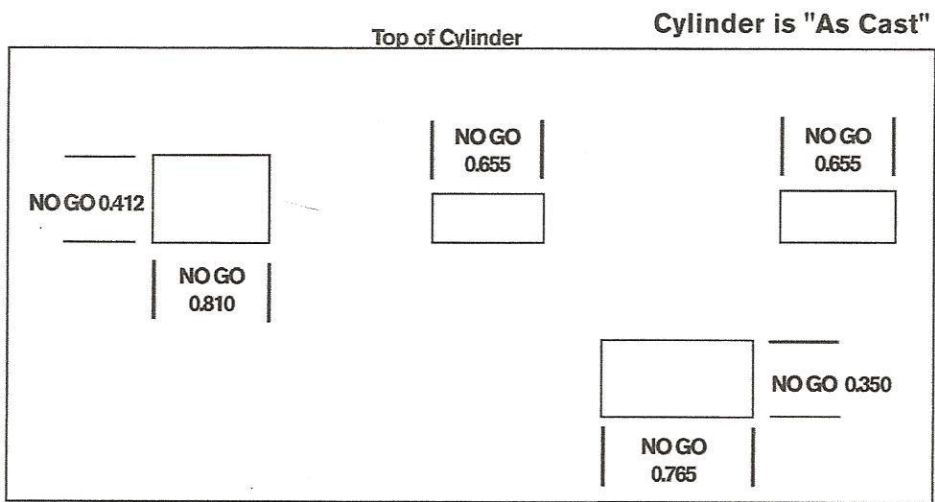
**MUFFLER:** OEM C50 or C51 only. (See figure at end of this section for hole locations and sizes.) One OEM exhaust gasket. Bolts must be tight.

**CLUTCH:** Clutch must be run as manufactured. Shoes must have "Comer" name cast onto them. Shoes must be stock appearing; no polishing or removal of material. Minimum allowed width of shoes and assembly 0.650". Shoe length minimum is 2.500" chord measurement. Spring maximum diameter 0.430 and 9 coils. Wire diameter 0.075" to 0.080". **No outlaw clutch shoes.**

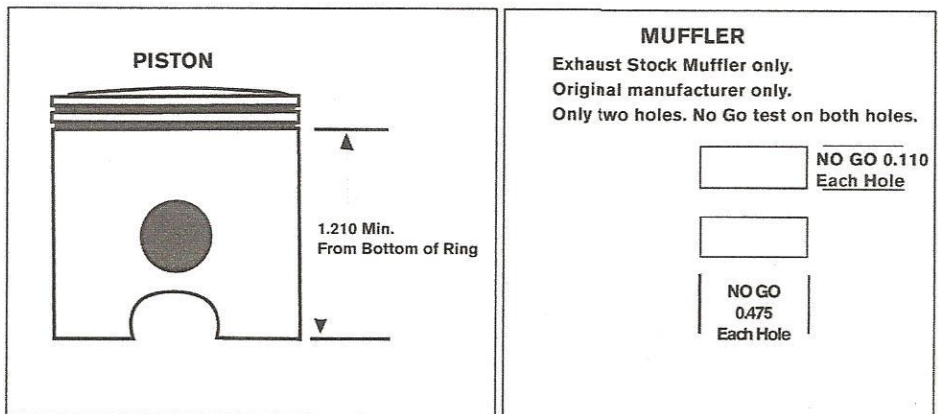
**SHROUD:** Taping of the shroud is not allowed. Replacement fasteners allowed.

## APPENDIX J: OVKA 2017 KID KART REGULATIONS (Continued)

### Cylinder, Piston & Muffler Tech Dimensions



Aluminum Cylinder "As Cast". Engine is not legal if any metal has been removed to match port opening to aluminum cylinder.



**APPENDIX J:  
OVKA 2017 KID KART REGULATIONS  
(Continued)**

**LO206 Engine**

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

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

**Fuel:** Camden BP 93, pump 1

**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 catch can.

- ***Tip:*** Make sure catch can has 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,

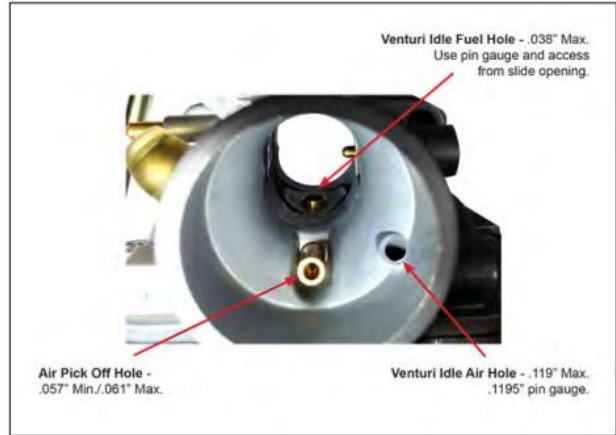
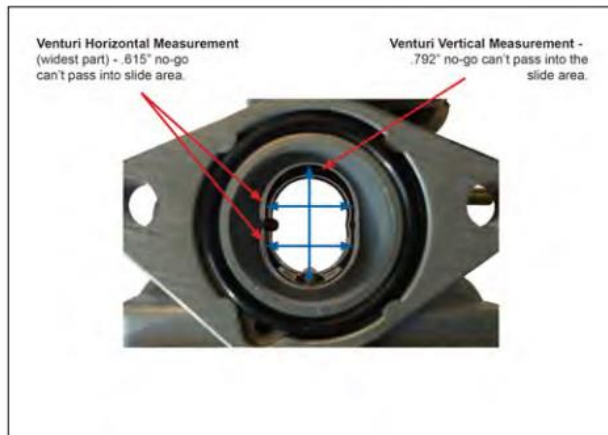
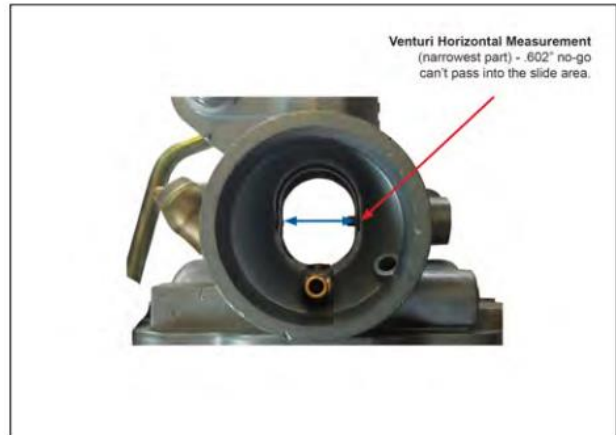
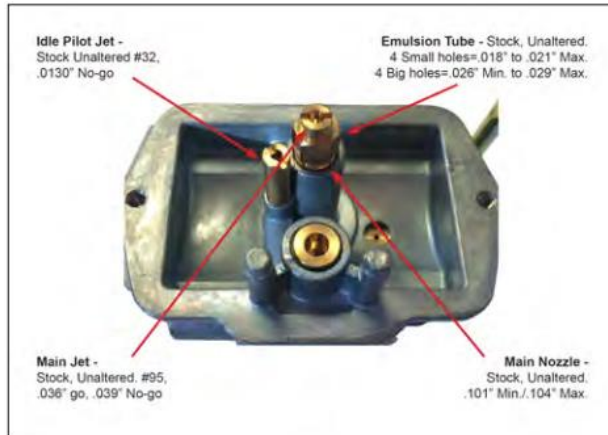
**Carburetor:** All parts must be “as cast”. No repairs to broken carburetor bodies. Stripped bolt holes may be repaired with thread inserts, or next size larger bolt may be installed. See figure at end of section for go, no-go rules

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

**Exhaust Header:** 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.

## APPENDIX J: OVKA 2017 KID KART REGULATIONS (Continued)





***Official 2017 OVKA Competition Rules and Regulations***

***Official 2017 OVKA Competition Rules and Regulations***

***Official 2017 OVKA Competition Rules and Regulations***