

2011 OVKA TECH TEAM COMMUNICATION

And

2011 PRE-TECH CHECK LIST

Fellow Karters:

This is the time of year many of us have our karts striped down to the frame, replacing many parts getting ready for the 2011 race season. We understand that many things may be overlooked when putting your kart back together. We are here to help you have a fun and safe racing season. Attached is a Pre Tech safety check guideline to assist you when putting your kart back together. This list may or may not be complete as to all the requirements as they relate to the safety requirements outlined in the 2011 OVKA Rule Book and the 2011 WKA Tech Book.

We recommend all members purchase and 2011 WKA tech manual and pick up a free copy of the 2011 OVKA rule book for details. There are many new changes in both for 2011.

Your 2011 OVKA Tech team is committed to communicating all the up-dates to you the members throughout the 2011 race season. Communication will be done at all Board meetings held on the first Tuesday of each month. (Check OVKA web site for time and location) and we will also use "Tech Corner" on the OVKA web site to post any changes as they become available. We will also be posting changes in the "Tech Barn" at the track as well.

Your 2011 Tech team will be at the track at both the Driving School and Karting 101 to answer any of your questions related to the kart and/or race gear safety requirements for the 2011 race season, so feel free to bring your karts and driving gear to have them inspected before the first point's race, so you have time to correct any unforeseen problems.

I am very proud to present your 2011 Tech team listed below. These individuals are the most commented and well trained Tech team I have had the privilege to work with. Your 2011 Tech team's commitment to continually reach out to learn and work hard to bring you the OVKA member the most current and up to date Information and Tech procedures as possible is second to none.

Thank You
Mike Brown

**Snell, SA, or M 2000 helmets will NO LONGER be legal in 2011.
Full rear protection REQUIRED by race 4 in 2011. (Full Rear Bumper).**

Thank you and have a Fun Safe Race Season.
Your 2011 OVKA Tech Team

Mike Brown

SFI Certified Inspector/Head Tech Director/Pre- Tech Inspector

John Horn

SFI Certified Inspector/Pre-Tech Inspection

Max Viney

2 Cycle/4 Cycle Inspector

Brandon Brown

Pre-Tech Inspector/Back-up 2 Cycle/4 Cycle Inspector

Carlson Bogan
Tag/Shifter Tech Director

Scott Benson
Pre-Tech Inspector/Painter

Doug Benson
Painter/ Back-up Pre-tech Inspector

For Contact Information and up-dates please visit

www.ovka.com

Snell, SA, or M 2000 Helmets Will No Longer Be Legal In 2011.

Full Rear Tire Protection Is Mandatory In All Classes In 2011.

2011 Pre Tech Check Guideline

This is only a guideline of Safety items and Pre-tech items checked every race day.

Please refer to 2011 OVKA rule book and the WKA Technical Manual for complete details.

It is the driver's responsibility that all Pre Tech/Safety items are in accordance with the rules.

Race officials reserve the right to make changes or modifications to any of the Pre tech/Safety Items.

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. King Pins 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. All Rear wheel nuts in place and 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. Brake rotor steel locking nuts or minimum of two bolts drilled and safety wired with use of steel/castellated nuts. Use of Nylock nuts are PROHIBITED unless all bolts are 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 and must be readily readable to the 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."
24. Rear tire protection installed safely and correctly (No Cutting or Modifications allowed).

***** Snell, SA, or M 2000 Helmets Will No Longer Be Legal In 2011. *****

2011 Helmet Stickers Will Be Available Starting At Karting 101 May 1st 2011

***** Full Rear Tire Protection Required In All Classes In 2011. *****

Please Read OVKA Rule 403.2 (d) and WKA Rule 209.3 – 209.3.8 For Complete Details.

OVKA Rule 402.1: The responsibility of meeting the OVKA specifications rest 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.

Please feel free to contact any 2011 Tech team officials with your questions.

www.ovka.com for contact information.

Thank you and have a fun safe season.

Head Tech Director/ Pre Tech Inspector

2cyl & 4cyl Tech Inspector

Tag/Shifter Tech Director

Pre Tech Inspector

Pre Tech Inspector

Pre Tech Inspector

Mike Brown

Max Viney

Carlson Bogan

Scott Benson

Brandon Brown

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