



General Track Rules & Regulations

Welcome to Oakland Valley Race Park (OVRP). We are sanctioned by the World Karting Association (WKA) and proud Birel and Rotax dealers. The general track rules and regulations are not all inclusive.

1.1 Release and Liability Waiver: Everyone entering the pit area, including the pit crew, track officials, tech personnel, must sign the Release and Waiver of Liability, Assumption of Risk and Indemnity Waiver and be in possession of proper credentials prior to engaging in the business of race preparation. Failure by anyone to comply may result in disqualification, suspension or other action as deemed appropriate by the Race Director, or track official.

1.2 Any person on the property who does not sign the waiver will be considered a trespasser and will be prosecuted as such.

1.3 All drivers and crews are required to sign a waiver and release of liability before participating in each and every event. The entrant and/or driver, in submitting the entry form for any event agrees to hold Oakland Valley Race Park, Hannen Motorsports, together with its owners, successors in interest, assignees, officers, representatives, agents, employees and members, harmless from all liability.

1.4 It is mandatory that the parent or legal guardian for any minor who will be in any restricted area complete the Parental Consent, Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before the minor is allowed to participate at an event.

1.5 The driver, or parent of driver under the age of 18, is responsible for the actions of their pit crew at all times.

1.6 No person is allowed to drive a kart on the track other than the registered, licensed driver of that kart, for any reason whatsoever.

1.7 Minibikes, motorcycles, bicycles, skateboards, scooters, golf carts, etc: are not permitted to operate in the pit area or on the track. Disqualification from the event may result for any offense at the discretion of track officials.

1.8 Spectators and crew members are prohibited from entering the race track area. Violation of this rule may result in disqualification of the competitor associated with the violator.

1.9 No "For Sale" signs allowed without prior authorization. No selling to the general public i.e., no vendors or soliciting. Oakland Valley Race Park has a full-service kart shop.

1.10 Entry Refunds: General policy will be no entry refunds after the start of event day activities.

1.11 Transponders/Computerized scoring: All classes are scored during races by a computer based scoring system using AMB transponders. Oakland Valley Race Park has a limited number of transponders available for rent. To eliminate the possibility of not being able to secure a transponder at an event, members and non-members are encouraged to purchase a transponder and add it to their equipment list.

2.1 SAFETY- Safety is the primary concern at all events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to raise safety standards of the sport. Kart racing has certain inherent risks. Each competitor assumes that risk when they participate in an event. While everyone involved including drivers, crew members, promoters, and Oakland Valley Race Park have taken measures to reduce the risk of serious injury, the risk cannot be entirely eliminated and will always be present at a high level. Although safety is everyone's concern, Oakland Valley Race Park is not, and cannot be responsible for all aspects of the safety effort. That responsibility rests with the various participants, as well.

2.2 Protective Equipment: Helmets must be full face helmet designed for kart or open wheel auto racing. They must meet current WKA standards or better. Gloves: Manufactured for racing and possessing racing related grip enhancement and offering a degree of abrasion resistance. Driving Suits: manufactured for racing. Suit constructed of heavy weight abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. Footwear: High-top manufactured for racing. No portion of the leg or ankle may be exposed. Neck Brace (Helmet Support): Neck brace must be manufactured for racing, as originally designed and produced, and shall be required for all track activity. **LOSS OF NECK BRACE (Helmet Support) ON THE TRACK MAY RESULT IN A BLACK FLAG.**

2.3 Rib/Chest Protectors: These are highly recommended for all drivers. They are required for drivers under 12 years of age.

2.4 Flags

- **Green** - Used by the Official Starter to start a race and to restart a race after a yellow or red flag. A green flag indicates a clear track and that a session/race is under way.
- **Yellow** - Caution- drivers are to slow down, proceed with caution, and be prepared to stop. Drivers are not allowed to pass karts that are not involved in the yellow flag incident until clear of, and past the unsafe situation and see that the next flag station does not display a yellow flag. Drivers should be aware that unsafe conditions on a section of a track may involve one or more stopped karts, debris, or other obstructions on the track.
- **Red** - Indicates unsafe racing conditions such as a serious track blockage, accident or injury. All drivers shall raise one arm above their heads to indicate that they are slowing, and come to a safe, controlled, complete stop. A race is stopped as soon as a red flag is displayed. Disobeying a red flag may result in immediate disqualification. NO WORK may be performed on any kart during a red flag stoppage. When a race has been red flagged the track director may deem it complete if half or more of the scheduled laps have been completed.
- **Blue** - May be solid or have a diagonal yellow stripe. The Blue flag indicates to a driver that there are one or more faster karts that are approaching to lap the driver during a race.
- **Black** - A waved black flag requires a driver to proceed immediately to the pit area. The waved black flag may indicate a violation of a rule, an unsafe kart, or driving equipment, a driving infraction, i.e., rough driving, blocking, bumping, pushing, or unsportsmanlike act, etc. A rolled black flag pointed or shaken at a driver is used to warn that driver of an on-track driving infraction that borders on disqualification and, if repeated, will result in a waved black flag. A rolled black flag does not require the driver to exit the track. A driver does not need a warning before being shown a waved black flag.
- **Crossed White and Checkered Flags** - Indicates that half the scheduled race laps are complete
- **Two rolled flags held parallel** - indicate two laps remain in the race.
- **White Flag-waved** - indicates one lap remaining in the race or session.
- **Checkered Flag** - Indicates the session/ race is complete. In a race the drivers are to slow down and proceed to the scale/impound area. A red or yellow flag may be used with a checkered flag to indicate caution, and under these conditions, racing to the checkered flag is prohibited. Waving checkered and black flags indicate that a race is ending under conditions subject to review.

2.5 Point System- Points toward season club championship shall be awarded for the "Final" race only of each scheduled club race day. Racer must participate in more than ½ of the races to receive awards.

- 1st place: 25 points
- 2nd place: 18 points
- 3rd place: 15 points
- 4th place: 12 points
- 5th place: 10 points
- 6th place: 8 points
- 7th place: 6 points
- 8th place: 4 points
- 9th place: 2 points
- 10th place: 1 point
- DNS will receive no points for the day.

Points are based on the Feature (Final) Race for that class.

2.6 Tech Inspection: We perform safety tech to ensure that all our drivers are following the necessary pre-caution and standards.

2.7 No drugs, alcoholic beverages, or other mood altering substances in nature, and not being prescribed by a licensed physician are permitted. Any person suspected to be under such influence is subject to immediate ejection from the premises or, turned over to local authorities. Under no circumstances shall a prescription be a defense for misuse or misconduct. This is a zero tolerance policy. The use of alcoholic beverages is prohibited during any event. After the events of the day are concluded, local track and/or facility rules, as well as local laws governing the use of alcohol shall apply.

3.1 DISCIPLINARY ACTION- Drivers and crews will, at all times, be responsible for their own conduct. Any offense committed by a crew member will be chargeable to the driver/and/or crew member.

3.2 Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit. The responsibility also extends to conduct in the local area of the event or related functions (e.g. banquets, seminars, restaurants, hotels, etc.) Such conduct will be treated with ZERO TOLERANCE.

3.3 Penalties: Any such incidents may result in the loss of series points by the associated participant. Flagrant incidents will result in the disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate

disqualification of the associated driver. An additional deduction of series points may be assessed depending on severity. Any physical threats directed at any official will result in SUSPENSION. The length of suspension is at the discretion of the Race Director.

3.4 Conduct: If the act constitutes a threat to the orderly conduct of the event, the official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any official taking such temporary action must notify the Race Director immediately.

3.5 Protests (No protests for non-performance items): Protests involving specifications or driver conduct must be submitted by a participant in the same class. All protests involving driver conduct or involving specifications, when there is no post race tech, must be submitted to the Race Director in writing within 30 minutes after the posting of the results. All protests involving specifications, where that is post-race tech, must be submitted to the Race Director within 30 minutes after the posting of post-tech results.

3.6 Protests must refer to a specific regulation, specification or driver conduct. The Race director has final say in all protests at the event. In a case that the Race Director cannot be impartial, then and only then, shall the Race Director, flag men, and other race officials at the event collectively make the decision.

3.7 A \$100.00 protest fee shall accompany any written protest. Protest fee will be refunded only if the protest is found valid. Within 60 minutes of the finish of the final race.

4.0 Disqualification/Suspension: Any driver who is disqualified from an event for any reason whatsoever will lose all race points and awards for that event. A driver who is disqualified from any event may also be suspended from the series for the rest of the season. Any driver who receives a disqualification will also forfeit any and all nominations for year and special awards.

4.1 Any driver who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modifications subject to suspension and loss of all points and awards for the entire season. Such suspension is at the discretion of the Race Director and shall be made at the particular event and is subject to protest and appeal rules.

4.2 Non-compliant fuel found in time trials, heat races, or pre-final places the competitor on the rear of the next race line-up. Non compliant fuel found at the end of a main event will result in automatic disqualification.

4.3 Driving Conduct: The driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking.

4.4 Rough Driving: Applies to knocking (punting) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. The basic rule is "no contact". Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rule book depending on the particular incident. Officials will spot such infractions and take the prescribed action.

4.5 Blocking: Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. Blocking is considered when a driver makes more than one move off the preferred racing line on a given straight-away to impede the progress of a competitor.

4.6 Inadvertent and unwilling participants; Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator.