

2019  
Oakland Valley Race Park  
Club Karting Sporting Regulations

- A. Event (Race) Entrant, The driver:
- 1a. The entrant of the race is the driver.
  - 2a. The driver is solely responsible for the entirety of their actions and all persons associated with or acting on their behalf. The driver is responsible for the conformity of their kart and respective equipment for the duration of a given event.
  - 3a. Oakland Valley Race Park reserves the right to refuse entry to any kart not conforming to regulations
  - 4a. Competitors may register for a class until that class has qualified
  - 5a. Drivers are eligible for any class they meet the age requirements for from 12:00am January 1, 2019 and 11:59pm December 31, 2019.
  - 6a. Cameras may only be mounted in an approved manner.
  - 7a. Competitors must conform to WKA driving gear requirements.
  - 8a. The WKA "replacement driver" rule is NOT in effect for the OVRP Championship series - drivers may only score points for their own performance.
- B. Tech Inspection:
- 1b. It is a competitor's responsibility to present a kart that conforms to the specific regulations of his/her class. OVRP and appropriate staff reserve the right to restrict track access to a kart or driver that it deems non-compliant with regulations
  - 2b. OVRP reserves the right to tech any entered kart at any time throughout a race day.
  - 3b. The top five (5) Drivers are expected to proceed to the prescribed tech area at the conclusion of any given competitive session.
  - 4b. Chassis or engine swap: drivers are allowed to make one engine change without penalty, but the new engine must be the same brand and configuration as the original. A second engine swap, any swap that includes a different engine package, or a chassis swap will render that driver to the rear of the field for the start of the next competitive session.
  - 5b. Fuel may be teched from the gas tank of any kart entered at any time. Premier Pump Fuel must be purchased from the OVRP shop. All approved race fuel is available at the OVRP shop for sale and ALL tech samples will come from the OVRP shop inventory.
- C. Numbers:
- 1c. Numbers must be correctly displayed on all four sides of the kart. Numbers must be legible at speed. Numbers are required for every session of any race day - drivers may be removed from the track if their numbers are not legible or if they have not registered for the event.
- D. Driver's Meeting:
- 1d. The driver's meeting is scheduled and organized by the Race Director for all drivers registered for any given race. Parents, team principals, and tuners are encouraged, but not required to attend the driver's meeting. Time and location of the driver's meeting will be announced on race day.
  - 2d. All drivers are required to attend the driver's meeting. Penalties may be enforced by the Race Director for drivers that do not attend.

3d. ANY rule clarifications, announcements, or rule changes from the driver's meeting should be considered and is a supplemental regulation that takes the highest precedence over ANY other rule(s) written or otherwise.

E. Fuel:

- 1e. Drivers must conform to rule B.5b. as it refers to purchase and tech of fuel.
- 2e. Fuel must be near ambient temperature when entering the track. Heating or cooling of fuel is not legal.
- 3e. Oil may be: Motul, Red Line, or any approved Castor Oil.

F. Tires:

- 1f. Per the regulations outlined in the class structure/rules.
- 2f. All drivers MUST use the same set of tires for ALL competitive sessions on any given race day.
- 3f. If a driver has a damaged tire the Race or Tech director may allow it to be replaced with a tire of similar or greater wear. A tire cannot be replaced with a new one under any circumstances.
- 4f. In the event that a rain race has been declared all drivers have the option to rain or slick tires (compliant for the class) for the remainder of the race day. In the event that they day starts on rain tires a driver may introduce only one set of slicks throughout the day - they may be new or used, but once introduced they are the four slick for the day. Drivers making a poor tire choice resulting in unsafe driving conditions for that driver may be removed from the track.
- 5f. If a race has been declared wet a driver may switch between slicks and wets between sessions provided no more than those eight (8) tires are used throughout the day.
- 5f. Tires must be at ambient temperature upon entering the track. Tire warmers or warming is/are forbidden.
- 6f. ANY form of tire prep or altering of tire composition for the purpose of gaining a competitive advantage will result is stiff penalties and potential suspension of any and all individuals involved.

G. Scoring:

- 1g. Result for all official track sessions are to be considered pending until signed off by the appropriate official and posted on the posting board as announced by the Race Director. The posting of results does not automatically deem those results as official.
- 2g. Transponders
  - 2g1. Transponders are mandatory for practice. If a driver does not have a transponder on during practice and they receive no time in a qualifying session, they will receive no time and start at the rear of the field for the next competitive session.
  - 2g2. Transponders may be mounted on the back of the seat approximately 12 inches from the track surface (standard rule) OR no less than 9" to the rear of the centerline of the top of the kingpin to the leading edge of the transponder (WKA rule212.6)
  - 2g3. Can be rented from OVRP, but must be returned following the driver's last competitive session on track. Failure to return a transponder may result in the competitor being charged full retail price for a replacement transponder.

2g4. Competitors are responsible for rented transponders that are lost while in their possession.

2g5. The driver is responsible for mounting (and remembering to mount) his/her transponder in the proper/optimal manner for correct and accurate scoring and preventing the loss of a transponder on track.

2g6. If your transponder is not working, we will not score you using a different device.

2g7. If your transponder is not working or is not present we MAY hand score you for a race, but only as a courtesy and only when possible. If your transponder is not working or is not present for qualifying, you will receive no time for that session.

2g8. If you have rented a transponder from us and it is mounted in one of the two legal manners, but is not recording we will hand score you for a race. In the event that it is qualifying we will make every attempt to give you ample time to set a lap.

H. Qualifying:

1h. Qualifying is usually 1 five minute long timed session where a driver's fastest lap is referred to for grid spots in the next competitive session.

2h. A tie in qualifying laps by two or more drivers will be broken by comparison of the driver's next competitive lap(s) until the tie is broken

3h. No hot pitting is allowed. Once a driver exits the track his/her qualifying session is over.

4h. Bump drafting/pushing is permitted.

5h. Karts are to be lined up for qualifying on a first come, first served basis. Cutting to the front of the grid for qualifying may result in penalties.

6h. Karts may enter the track for qualifying any time after the track goes green until the checkered flag is shown for that session.

I. Grid:

1I. No fueling is allowed on the grid.

2I. Work may be completed on the grid and is not limited to one mechanic or driver to any given kart.

3I. No heavy equipment of rolling tool boxes allowed on the grid.

4I. No personal vehicles (motorized and non-motorized) are allowed on the grid during a race day or while the track is hot. No bikes, scooters, skateboard, segways, hoverboards, quads, motorcycles, cars, trucks, etc. are allowed on the grid.

J. Starting procedure:

1j. The starting procedure will be addressed by the Race Director in the driver's meeting before every race.

K. Scale procedure:

1k. Post qualifying and race scale reading will be deemed final and official.

2k. Every competitor must be weighed after each competitive event to earn the rewards of that event whether it be qualifying, a heat race, or a final.

3k. Only officials may breach the scaling area as determined by the scale official or appropriate appointee. No intervention is allowed with driver's or their equipment unless it has been authorized by these officials.

4k. Violations to these rules may result in a penalty or disqualification for the just completed on track session.

5k. Drivers not making weight may be asked to step aside and attempt to weigh in again after all others in the class have had a chance to do so.

6k. If the weight of a driver is not compliant with that of the class rules the driver is deemed non-compliant and will receive a disqualification for the session.

7k. Drivers may be allowed to drink (a reasonable amount) of water from a clear plastic bottle in the scaling line with the permission of the scale official. Any driver dumping water on their person or suit will have 2lbs. Added to the minimum weight they must weigh for that session.

L.

Penalties:

1l. The penalties that follow commonly apply but are not exclusive to the following list.

2l. These penalties apply to driver conduct as well as personal conduct for anybody attending the event or representing a driver.

1. Number of positions gained or lost as a result of contact.
2. Number of positions gained/losses plus penalty positions as a result of contact.
3. Place or time penalty as deemed appropriate by the race director.
4. Exclusion from a session
5. Exclusion from an event.
6. Suspension for one or more events.
7. Removal from the Championship

3l. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward. Competitors may use ONLY their own video footage to protest a call and must provide their own device to race officials for viewing. Race officials reserve the right to call on any footage to review an incident.

4l. Race officials will ONLY consider conversation relative to the one incident being called into question for a given protestor video review. An unorganized or overly emotional protest may be aborted at any time by the race official in charge of the protest.

5l. A penalty called may be rescinded using driver video, but a penalty not called will not be applied using video. Drivers requesting a protest on a non-call are not permitted to use video to implicate another driver.

M.

Rule Hierarchy:

1m. WKA rules, and liability structure is the foundation set of rules.

2m. OVRP rules that are in conflict with WKA rules are the rule.

3m. Driver's meeting announcements and rule clarifications are the supplemental rules to any event.

4m. Race director's decision or clarification of any rule(s) during an event is priority over aforementioned rules structure.

5m. An appeals committee finding on any given rule or situation is only situational and does not change the rules structure however it may change the ruling on a given call or interpretation of ANY or all of the rules.

N.

Points:

1n. The same points paying structure that is current for the 2019 Formula One season will be awarded for races considered Final events on a given race day.

2n. The top three competitors in each class (except kid karts) will be recognized at the final awards banquet provided they have participated in ½ or more of the scheduled race events. Registering for an event is considered the same as participating.

3n. The championship structure consists of 14 final events over 13 Race days. One drop is allowed for each driver, but a DQ in a final may not be dropped. A driver's top 13 scores will be considered for championship points with a DQ being scored as a '0'.

4n. Any tie in points after drops have been applied will be settled going to the driver who has earned more wins, then more second place finishes, then more third place finishes until the tie is resolved. If there is still a tie the driver earning more points in the last race of the season will win the tiebreaker.

O.

Pits and Paddock:

1o. Competitors pit area must be found in the same condition when they leave as it was when they arrived. Garbage can have been provided - please do not leave debris on the ground.

2o. Please remove ALL tow vehicles from the pit area once you have dropped your trailer or have dropped your equipment off with your team.

3o. Please support a courteous setup and teardown area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.