



2017 OSKCS Rule Book

Current Version: 2017.7

Version History

Version	Date	Change
2017.1	December 19 th , 2016	20.5, 25
2017.2	December 26 th , 2016	20.5, 25 tire and fuel
2017.3	January 6 th , 2017	25 Rotax Tires
2017.4	February 5 th , 2017	25 Shifter Tires
2017.5	February 27 th , 2017	25 Jr I Age
2017.6	February 28 th , 2017	8.2.1 Helmet Rating, 25 Shifter Tires
2017.7	April 11 th , 2017	25 Rain Compounds

OREGON STATE KARTING CHAMPIONSHIP SERIES RULES

OSKCS: The Oregon State Karting Championship Series (OSKCS) is a cooperative effort by PARC and PKA, aiming to provide a well run local kart racing series for the local karting enthusiast. This local racing series strives to provide a relaxed atmosphere where new racers can learn to race, and experienced racers can enjoy the competition, with an emphasis on sportsmanship and consistency. PARC and PKA will work together to make the series as enjoyable as possible for all who participate. The series will consist of a predetermined number of races, crowning Series Champions at the end of the series. The purpose of these rules, are to provide clear guidance and instruction for the procedures that will be implemented at both tracks participating in the series. These rules will address race day procedures and competition regulations, and not tech specifications for specific classes. Please read and understand this entire document. Much time and effort has gone into making these regulations as forthright as possible. Often times, the difference between an enjoyable day and a frustrating day at the race track, is the clear understanding of the rules. All questions should be presented to either PARC or PKA, or race day officials for clarification.

CODE OF CONDUCT: Entrance into an OSKCS event is considered a privilege, and not a right. Everyone in attendance at an OSKCS event, is expected to conduct themselves in a manner that is polite, courteous, respectful, non-threatening or intimidating, to others in attendance at ALL times. Good sportsmanship is the expectation. A driver is responsible for the actions of anyone in attendance at the event that is affiliated with them. Violations of this code of conduct will be dealt with promptly and in a strict manner. Actions taken may include, warnings, removal from the event (or future events), penalties handed down to affiliated driver(s), or permanent removal from a facility. Violations may be addressed by both the race officials and the Sprint Appeals Committee. The host race facility also holds the right to take actions that they deem appropriate. When in doubt-ask.

- 1. RULES HIERARCHY:** This document will take precedence over rules written in other rule books that preside over the OSKCS. Rules not covered in this document will be considered from the source most related to the class in question. (example; Rotax classes by US Rotax rules, 4 cycle classes by Gold Cup/IKF rules, shifter classes by SKUSA rules). In general, if it doesn't say you can-you can't. Final decisions will be made by the Appeal Committee designated in the Appeal section below.
- 2. ENTRANT:** The driver will be considered to be the entrant into a race event. A driver is responsible for the actions of anyone affiliated with them at an event, both on and off the track. All matters by race officials will be handled directly with the driver. For drivers under the age of 18, it is recommended to be accompanied by a single representative, at the driver's discretion.
- 3. MEMBERSHIP:** A current PARC Preferred Membership or PKA Sprint Racing

Membership is required to be eligible for year-end awards for the OSKCS. Those without a current membership will be required to pay a non-member entry fee, and will only be eligible for daily awards. Non-members will not receive points for the day, with regard to other driver's points. Both facilities will recognize the other track's memberships on race day and the practice day proceeding the race day. The burden of proof of club membership is on the driver. In the absence of a verifiable membership, the club hosting the race may choose to charge the non-member entry fees. Year end points for the event shall not be scored and cannot be added with subsequent membership.

- 4. REGISTRATION:** Registration and entry into a race, is the acceptance of the responsibility by a driver to know and follow the rules and procedures, outlined in these regulations by all participants in the OSKCS.
- Registration for an event may be made up until the time that qualifying begins. Late entry, beyond the start of qualifying, is at the sole discretion of the events administration staff. If a registration is accepted, a competitor may start their race day at any point up until the beginning of the main event. All points earned throughout the race day will be given to the competitor regardless of when they first take to the track.
- Registrations will be accepted at the sole discretion of the host facility. Racing in the OSKCS is considered to be a privilege, and not a right.
- 4.1. Pit Passes.** Pit Passes are required to be purchased by all non drivers who are present anywhere on the race facility. Pit passes should be purchased at the front gate, or registration area. ANYONE present at an OSKCS event without a pit pass may be asked to leave. Drivers affiliated with anyone found not having a wrist band are subject to penalty or sanction.
- 4.2. Classes:** Official classes for the OSKCS will be determined prior to the first event each year. Generally, those classes will be the only classes run for points and awards during that season. Drivers showing up in classes not offered, will generally be allowed to race, but will not be eligible for points or awards. This will be at the discretion of the host race operations staff (PKA or PARC). Those drivers will be put into another run group that the race officials deem most appropriate.
- 4.3. Kid Karts:** The Kid Kart class is run as an exhibition class at the OSKCS. The intent of the class is to give kids track time in a race setting and teach them the fundamentals of racing.
- 4.3.1. Drivers will be lined up in random order for race starts.
 - 4.3.2. One try will be made for a rolling start. If the green flag is not shown the start shall then be a standing start.
 - 4.3.3. For standing starts, drivers will be lined up at a designated location on the track by a track official. The green flag will fly indicating the start of the race session.
 - 4.3.4. Drivers will drive for a designated amount of time before the checkered flag is shown, indicating the end of the race session. Drivers will proceed around the track to the track exit.
 - 4.3.5. Parents may be let out into the middle of the race track (not on the track and only at the race officials discretion) to assist all drivers who experience troubles.
 - 4.3.6. Participants must comply with kid kart gearing rules (10/89) and meet the

specified minimum class weight. Participants failing to adhere to these rules will forfeit the daily participation trophy as well as the participant credit for year end awards.

4.3.7. The class is scored on a participation basis, and not by position. Trophies of the same size will be given to all drivers who competed in the class. No point values will be awarded for their races, only participation credit. All drivers participating in 50% of the season's events will be awarded year end trophies.

5. **AWARDS:** Awards on race day will be based on the number of entries in a given class.

5.1. **Race Day Trophies** will be awarded based on the number of class entries.

1-2 entries. No trophy

3-4 entries. 1st place trophy

5-6 entries. 1st & 2nd place trophy

7 or more entries. 1st, 2nd & 3rd place trophy

Cadet classes. All drivers receive trophies

Kid Kart class. All drivers receive trophies

5.2. **Year End Trophies** will only be awarded to classes that average 3 entries per race. (10 races x 3 = 30 entries). JR II and adult classes will trophy drivers who attended 70% of the races, down to 3rd position. Kid Kart trophies will be awarded to all drivers who competed in half of the races. Cadet class trophies will be awarded to drivers who competed in 70% of the classes offered.

5.3. **Jackets** will be awarded to the Class Champions if the class averaged 3 drivers per race, given that driver participated in at 70% of the races offered.

5.4. **Points** will be awarded regardless of the number of entries in a given class.

Drivers being disqualified for driving infractions, technical infractions, (other than failing to meet minimum weight requirements) or unsportsmanlike conduct, will NOT receive points for the session in which they were disqualified. Drivers will not be allowed to drop DQ's with regard to end of year points championships.

*Additional awards outside of these guidelines may be awarded at the sole discretion of the host race facility.

6. **OFFICIALS:** Race day officials will be provided by the host race facility, at their discretion. Consistency will always be the goal. Calls made by race day officials will be considered to be final, subject to the protest and appeal process.

6.1. **Protests** can be made to challenge the calls or decisions made by race officials, given the following guidelines. Protests can only be filed by a driver, and only in the class where a ruling is being questioned. Protests must be accompanied by a \$100 protest bond. If the protest is upheld, the bond fee will be returned. Fees may be forfeited if protests are denied. Protests must be filed within 30 minutes of results posting or decision notification. Technical protests may only be filed on performance related issues. Race day official's decisions will be considered to be final, unless an APPEAL is filed.

6.2. **Appeals** can be made to challenge the rulings made by officials after a protested decision has been made. An appeal must be accompanied by a \$200 cash bond, that will be returned if the appeal is upheld, or forfeited if the appeal is denied. The appeal will be settled based on the findings of the 3 person Appeal Committee. This committee will be made up of the race day Race Director, a Sprint Representative from PKA and a Sprint Representative from PARC. The

decision of this committee will be deemed binding and final with no further actions allowed. Appeals must be filed by 5:00pm the day after race in question with host facility.

7. DRIVERS BRIEFINGS: Each track will try to have the race day drivers' briefing at a set time. At McMinnville the drivers' meeting is to be held at 9:00 am unless, otherwise clearly noted on a schedule and with a sign designating the time of the Drivers Briefing meeting. At PARC, the drivers' meeting is usually held after practice, at which time the printed schedule is also handed out. A drivers briefing/drivers meeting will be listed on the schedule and given prior to the race day's competition. Driver attendance is mandatory and attendance by all is highly recommended. The aim of the briefing, is to cover details for the days events, clarify any changes or special instructions, and answer questions.

7.1. All drivers will be responsible for everything covered in a drivers briefing, regardless, of their attendance. The race director *may* choose to take roll call.

7.2. Roll call: Any registered driver not in attendance, when roll is taken, *may* be dropped to the back of the first heat, at the race director's discretion. Anyone with specific procedural questions should ask questions at this briefing.

8. PRE-TECH INSPECTIONS: Pre-tech race procedures are required to be completed by each driver prior to that driver going on the track on race day. Drivers are to complete their own tech inspections on their own karts, checking the required elements. Pre-tech forms, outlining required standards, should be picked up by racers at registration. Drivers should inspect and verify compliance by checking off items on the form, indicating they are in compliance. Drivers and/or karts with less than 3 races experience must also submit the kart and equipment for inspection with the Pre-tech Inspector. Completed forms must turned in and exchanged for 'tech bands' or stickers, which will be placed on their karts. Drivers may not be allowed on track prior to this process being completed.

8.1. It is solely the responsibility of each driver to be technically compliant, at all times, during race day. Drivers not familiar with these procedures are encouraged to ask race officials on race day. This system is a self inspection system, designed to place the responsibility on the racer, not race officials. The 3 race requirement above is to enable the benefit of a courtesy inspection for the kart and driver. **The responsibility of bringing a safe kart onto the track is solely with the driver.** A courtesy inspection can be requested at any time.

8.1.1. Retention. The following items must be checked and have an acceptable form of a "secondary retention system" present in order to be compliant. Acceptable "secondary retention systems" include safety wire, safety clips, cotter pins, nylock nuts, or other double nuts.

Fasteners on bolts that connect:

- steering wheel to steering hub
- steering hub to steering shaft
- steering shaft to chassis
- both ends of the tie rod heim joints
- spindle king pins
- brake peddle to chassis

- brake master cylinder to chassis
- brake calliper to chassis
- all weight to kart (weight must be highly visible in white only.)
- brake rotor to brake hub (steel lock nuts allowed)
- any bolts drilled for safety wire must use safety wire, regardless of other secondary retention.

8.1.2. **Penalties.** Karts found to be non-compliant with safety requirements, at any time during race day, MAY be subject to penalty, (typically not disqualification.)

8.2. Safety Gear

8.2.1. **Helmets** must be Snell 2010 or later, K2010 or later. Current Snell, CIK, WKA or IKF ratings are also acceptable. Open faced helmets with goggles are not allowed.

8.2.2. **Neck Collars.** At McMinnville, neck collars or restraints are required for all drivers, with the exception of laydown karts. The absence of required neck collars may be grounds for disqualification. Neck collars must be as manufactured and unaltered. Leatt type devices are allowed. At PARC, neck collars must worn by all drivers under the age of 16, with some classes requiring neck collars for all drivers.

8.2.3. **Chest protectors** must be SFI20.1 or 20.1/2. They are required for all drivers the age of 12, or under, or under 75lbs.

8.2.4. **Gloves** are required and must be manufactured for racing purposes. They should be protective in nature and cover the wrist

8.2.5. **Shoes and socks** must be worn with PKA having the further requirement of high top shoes that cover the ankle, laced and secured as designed.

8.2.6. **Long hair.** Long hair will be a safety tech item. Competitors with long hair must demonstrate a satisfactory retention method (such as a helmet liner, baklava, etc.). Simply tucking hair into a driving suit is not acceptable.

8.2.7. **Driving Suit/Jacket** is required for all drivers. The driving suits or jackets must be made of abrasion resistant material and must cover driver's arms completely. Suits made of NOMEX are not allowed. Long blue jeans or pants of abrasion resistant material are acceptable and must cover the entire leg.

8.2.8. **Video and recording equipment:** Video recording equipment of any kind, including cameras, microphones, battery packs, wiring or cabling will not be allowed to be worn or attached on any part of the driver, including helmets. All electronic communication devices are forbidden. Exceptions are helmets that are pre-wired for radios; with the unused connectors being secured. Cameras, if used, must be safely mounted to the kart. Please check for tethering requirements.

9. TECHNICAL COMPLIANCE:

9.1. Tech officials or race officials may check karts throughout the race day for technical compliance, at their discretion. Typically, these inspections are made post race at the scales.

9.2. Technical non-compliance may result in disqualification for that track session.

9.3. Drivers DQ'd in tech from the finals will receive 0 pts for the day.

- 9.4. Technical DQ's are not allowed to be dropped for year end points tabulations.
- 9.5. Weight penalties are NOT considered Technical DQ's and do not result in complete loss of points. See Section 18: Scales for information on weight penalties.

10. RACE DAY PRACTICES: Race day practices are considered to be official sessions and all rules are in effect. All classes will be designated into race groups for practices. Drivers will **ONLY BE ALLOWED** to practice in their appropriate race group, without exception. Completion of the PreTech Inspection procedures are required prior to entering the track for practice. Sessions will be at the control of Race officials at all times. Drivers may utilize the hot grid for practice sessions, unless otherwise stated. Scaling is not required at the end of practice sessions. Drivers experiencing troubles on track may reach the grid under their own power, but retrieval prior to the end of the session may **NOT** be permitted. Sessions may be cut short to allow race officials to retrieve disabled karts from the racing surface.

11. MIXED CLASSES: The combining of race classes is at the discretion of race officials. Typically, combined classes will **either** be run **straight-up** (intermixed by qualifying times) or **split** for all tracks. Classes to be split with fastest group (by pole qualification) with a gap between groups, as determined by race officials. Which classes are combined and the method (either straight up or split, separate groups) shall be consistent by classes and the same at all tracks. Jumping the start will result in points penalties sessions with points being awarded by class at the completion of the main.

(If race officials opt to run mixed classes split by class, the fastest qualifiers class will be placed in front.) Standard race start procedures will apply. (Examples: Mini-max & Micro-max combined straight up; World Formula medium, WF Heavy, WF Jr. II combined in split format.)

12. QUALIFYING PROCEDURES: Qualifying is done to set the order for the prefinal or first heat. Drivers will be given a set amount of time to take to the track and record laps. A driver's fastest lap will be considered to determine their qualifying time and set the order for the next session.

- 12.1. Any lap that has been started within the given time frame will be considered.
- 12.2. Drivers may re-enter the grid area from the racing surface, at their discretion (and only under their own power) and by doing so safely, they may make adjustments and changes to their karts and re-enter the track.
- 12.3. Drivers disrupting the lap of another driver on track during re-entry and or not obeying the grid stewards commands may be subject to penalty.
- 12.4. Drivers disrupting the lap of another driver on track by being negligent, may be subject to penalty.
- 12.5. Any items or parts that are taken into the grid area for qualifying are subject to tech inspection.
- 12.6. Any driver who is present on the grid at the appropriate time, will be considered to have qualified. It is not required to qualify in order to be eligible to run later race day sessions; but any driver not qualifying will start at the back of all heats, including any inverted heats.
- 12.7. It is the sole responsibility of drivers to have a working transponder on their kart.

Only official scoring system data will be considered for scoring purposes. Drivers without working transponders may use substitute transponders if obtainable during the given time frame.

- 12.8. Drivers will only be allowed to qualify in their designated session.
- 12.9. These qualifying sessions are not under “sealed grid” conditions. Mechanics, drivers, tools, etc. may be introduced onto the grid at any point throughout the session. Technical compliance must be maintained at all times.
- 12.10. Drivers ‘cutting’ the track in qualifying will be considered to have ended their qualifying effort. No further lap times will be considered.
- 12.11. Drivers must scale at the end of qualifying and meet minimum weight requirements. Once a driver has scaled, they will not be allowed to re-enter the track. Drivers are not allowed to have any outside interactions, once they enter the scale line. Any driver adding weight, including fuel, during qualifying shall be disqualified. This shall be considered a technical DQ, not weight DQ.
- 12.12. Karts or drivers leaving the track or grid area, once they have entered the track, without being weighed at the scales; shall be considered to have completed their qualifying with no time.

13. STARTING PROCEDURES:

- 13.1. **Formation:** Drivers should line up on the grid in their assigned starting positions.
 - 13.1.1. Any driver present on the grid on time will be considered to have started a race and receive appropriate points.
 - 13.1.2. Drivers withdrawing from the competition should notify race officials as early as possible and may be removed from the line up.
 - 13.1.3. Any driver may choose to start at the rear of the field for any reason.
 - 13.1.4. Holes in the line up created by absent drivers or drivers opting to start at the rear of the field will be filled by trailing drivers moving straight forward (no criss-crossing) in the line up. The exception to this is holes created in the front row.
 - 13.1.5. Vacancies in the front row of the grid will be filled by the highest positioned driver behind the opening, at their option. The option is passed down until the empty space is filled and then everyone else will move STRAIGHT FORWARD. All vacancies created in the line up on track, will be filled by trailing drivers moving straight forward.
- 13.2. **Formation Line:** The Formation Line (if provided) is a line that is located prior to the last corner(s) on the track before the straight away where the start is to be given. The line should be red in color and noted by cones on each side of the track. On the formation lap, drivers must be in their earned starting position at this line, or they must start in their current position. Drivers are not allowed to advance their position once past this line, until the signal to start has been given. Drivers experiencing troubles on the warm-up lap, formation lap, or on the grid, will have until they reach the formation line on the formation lap to regain their earned starting position. It is not required for a driver to run the warm up or formation lap(s).
- 13.3. **Late Starts:** Drivers experiencing troubles on the grid will be allowed to start the race late until the point that the field comes by the track entrance the first time under green race conditions. This must be done with the permission of the

grid official.

- 13.4. Starting Procedures:** Drivers will be released from the grid by order of the grid steward. Should 2 laps be given, the first one is considered a warm up lap. The lap that the race start will be given is called the formation lap. It is solely the driver's responsibility to maintain their assigned positions on these laps. Overtaking is not allowed unless a driver experiences troubles. On the formation lap, the pole sitter is required to slow down to a reasonable speed; thus allowing drivers (not experiencing troubles) to bunch up in a tight formation. **IN GENERAL, ONE ATTEMPT WILL BE GIVEN TO START THE RACE. Fouls by drivers do not constitute a restart. Penalties will be assessed.** The pole sitters must maintain a reasonable and consistent speed approaching the starting lanes. Both rows must enter their starting lanes and approach the 'Acceleration Line' while remaining in their respective lanes. The start signal will be given at some point after the front row has reached the Acceleration line. The front row may accelerate at the Acceleration Line with trailing rows following. At the point the start signal has been given, race conditions apply. Drivers may break formation and exit the starting lanes immediately.
- 13.4.1. Penalties.** Breaking out of the starting lanes prior to the start signal will be considered a penalty. The race director will assess penalties. The Race Director may assess time penalties and/ or position penalties and may assess a DQ penalty, based on the severity of the infraction(s). Typically, 2 wheels outside the lanes early will be a 3 second post race penalty. All 4 wheels outside the lanes early will be a 10 second post race penalty. If the Off Pole Driver crosses the Acceleration Line ahead of the Pole Driver, he will be considered to have jumped the start and assessed a 10 second post race penalty. Either front row driver accelerating before the Acceleration Line may be considered to have jumped the start and may be subject to a 10 second post race penalty. Should a trailing driver(s) push either of the front row drivers into a penalty situation, the trailing driver may be assessed the penalty.
- 13.4.2. Race Restarts:** In general, one attempt will be given to start a race. Fouls do not constitute a restart. Penalties will be assessed to drivers not in compliance. It is solely the responsibility of each driver to be in formation by the start of a race. The option to restart a race is at the sole discretion of the race officials. Restarts should be granted when one or more drivers are eliminated from the chance to start by another driver, **PRIOR TO THE START BEING SIGNALLED.** Racing incidents after the start signal has been given do NOT constitute a restart.
- 13.4.3. World Formula Sr. Starting Procedures:** World Formula Sr. will follow standing start procedures identical to the shifter class procedure at all races.
- 13.5. In-operative karts on track at the start:** If a driver stops for any reason during the warm up or formation lap, and is unable to regain their earned starting position prior to reaching the formation line, or take the start from the rear of the field; they will have until the race leader puts them a lap down (under green, racing conditions) to resume racing. Entry onto the track after that point (when the leader puts them one lap down) is not allowed.
- 13.6. In-operative karts on the Grid:** Drivers delayed in the grid area may take to the racing surface until the point the race leader passes by the track entrance

the first time under green conditions. Drivers must follow the commands of the grid steward. The completion of warm-up and formation laps are not required.

- 13.7. **Cutting the track:** Drivers are allowed to use alternative track sections in order to catch the field prior to taking the start, **if directed to do so by race officials**. Drivers may not create an unsafe situation and must obey race officials in doing so.

14. RACING:

- 14.1. **In-operative karts on track.** Should a driver experience troubles, or leave the racing surface for any reason, their first obligation is to get their kart to safe location as fast as possible. It is NOT the corner workers obligation to assist in this. A driver is allowed to re-enter the grid area under their own power for repairs and rejoin. In all 4 cycle classes, if a driver gets out of his seat, their race will be considered to have ended. Drivers will be scored for laps completed to that point. In all 2 cycle classes, drivers will be allowed to take necessary steps to get back on the track to resume their race. Drivers will not be allowed to rejoin a race if not back on track prior to being passed by the leaders, putting them a lap down. It will always be the sole responsibility for all drivers to get themselves and their karts out of harm's way to a safe location. Again, the corner worker's job is to warn oncoming traffic of the potential danger that lies ahead. The use of tools/parts and outside help may be received if in the grid area. Driver must re-enter the track in safe location and without impeding the progress of another driver.
- 14.2. **Lapped traffic:** Drivers that are about to be overtaken by the race leaders will be shown a blue flag. Driver **MUST** make every attempt to allow the leaders to pass before resuming their race pace. Failure to obey the blue flag may be grounds for removal from the track by use of the black flag.
- 14.3. **Incidents:** Drivers are expected to conduct themselves on the race track in a safe and respectful manner at all times. The race officials will be expected to make decisions regarding incidents on and off the track. When karts are involved in incidents on the track, the following criteria will generally be considered.
- 14.3.1. **A kart making contact** with another kart, where the CONTACT CREATES the opportunity to make a pass, will generally be penalized, for making a pass. (That is very different from making contact while passing). A kart should not dislodge or move another kart from established position. However, drivers must leave room for karts choosing to occupy the track underneath on entry and outside on the exit of a corner.
- 14.3.2. **Contact from behind** resulting in positions gained/lost will generally be penalized.
- 14.3.3. **Incidental, side-by-side contact** is generally ruled as racing. Excessive side-by-side contact may be viewed as a violation and may be penalized.
Note: The above statements are ALL generalizations and each incident is at the sole discretion of the race officials.
- 14.4. **Dangerous or Malicious Driving:** If the race officials feel a driver has made dangerous manoeuvres (driving with a blatant disregard for the safety of other drivers) or driving with malicious intent, that driver may be subject to appropriate actions, including disqualification from the event or the series. This decision is

at the sole discretion of the race officials and is not protestable.

14.5. Penalties: The race officials may impose the following penalties, or variations, that they see appropriate, as penalty for driving infractions or unsportsmanlike driving.

14.5.1. Penalties for driving infractions:

14.5.1.1. Loss of a given number of post race positions. (i.e. 1, 3 or 5 positions)

14.5.1.2. Loss of number of positions gained/lost by driver(s) in an incident.

14.5.1.3. A time penalty may be assessed- post race. (i.e. 3 seconds, 5 seconds, 10 seconds)

14.5.2. Blocking: Blocking is considered to be an unsportsmanlike manoeuvre. A driver will be considered to be blocking if they make more than one move off the preferred racing line on any given straight away. Swerving or making erratic moves to keep a trailing driver from passing will also be considered blocking. Blocking may be subject to post race penalties

15. FLAGS

15.1. Green Flag A green flag is waived to signal the start of a race or track session. A displayed green flag indicates general racing conditions apply.

15.2. Yellow Flag: A yellow flag signals danger ahead to drivers. Flags will generally be shown just prior to the location of the incident requiring caution. Overtaking is NOT allowed from the point the yellow flag is displayed until clear of the incident that drew the yellow. Overtaking another driver between a displayed yellow and the incident will be penalized, generally by a 10 second post race penalty. Should a driver mistakenly overtake another driver in this zone and realize it, penalty may be avoided by voluntarily relinquishing that position during the next lap. This decision is at the sole discretion of the race officials.

15.2.1. Standing Yellow: Signifies minimal risk ahead. Proceed with caution. No overtaking is allowed until clear of the incident that drew the yellow.

15.2.2. Waiving Yellow: Signifies considerable risk or danger ahead. Proceed with extreme caution. No overtaking is allowed until clear of the incident that drew the yellow.

15.3. Red Flag: A red flag signals the perceived need for medical attention or another need to stop the race or track session. Drivers should proceed with extreme caution onto the front straight (or where directed by race officials) and stop.. Directions will follow for the drivers. Work on the karts will not be allowed under red flag conditions unless specifically authorized by race officials.

15.3.1. Less than two laps complete: A red flag signalled prior to the competition of two laps will signify a complete race restart. Any driver who started the race or is present on the grid will be eligible to restart and will be in their original grid position. Race length will be as originally intended. Exception to above stated rule- If the red flag was thrown because of the perceived need for medical attention, the driver that drew the red flag will not be allowed to restart the race under any conditions.

15.3.2. More than 2 laps complete but less than 75% of distance covered: A single filed, rolling restart will be given with the order being the same as the last completed lap prior to red flag being displayed. Only drivers crossing the finish line on the prior lap will be eligible for race restarts. Drivers involved in the incident that caused the red flag may be placed at the rear of the field. Any driver that drew the red flag for the perceived need for medical attention

will not be allowed to restart under any circumstances.

- 15.4. **Blue Flag:** The blue flag is displayed when a driver is about to be overtaken by the race leaders. Drivers getting the blue flag should surrender and make no attempt to compete with the race leaders until they are past. Failure to obey the blue flag may be grounds for a black flag.
 - 15.5. **Mechanical Flag:** The mechanical flag (black with orange center circle) is shown to a driver to indicate there is a mechanical problem with their kart. Drivers are to exit to the scales immediately after receiving this flag. Repeated ignoring of this flag may result in further penalty.
 - 15.6. **Rolled Black Flag:** (or displayed black and white diagonal) This is an indication that a driver is being warned for unsportsmanlike conduct. Should the behavior continue, a displayed black flag may follow. A rolled Black flag does NOT signal a driver to leave the racing surface. A rolled black flag may be accompanied by a number board.
 - 15.7. **Displayed Black Flag:** A displayed/waiving black flag signifies a driver must leave the racing surface immediately. Repeatedly ignoring a displayed black flag may result in additional penalties. A black flag may be accompanied by a number board.
 - 15.8. **Furled Green and White Flags:** A green and a white flag rolled and displayed in an X pattern indicates a race has reached half the posted distance. This signal is considered a courtesy and is not required to be shown.
 - 15.9. **Furled White and Checkered Flag:** A furled white flag and checkered flag displayed in parallel fashion indicate 2 laps remaining in a race. This signal is considered a courtesy signal and is not required to be shown.
 - 15.10. **White Flag:** This courtesy flag indicates there is one lap remaining in the race. The white flag is shown as a courtesy and is not required to be displayed prior to the checkered flag, nor is it official that after the white flag is displayed that the race is over after the next lap. Only the checkered flag officially ends the race.
 - 15.11. **Checkered Flag:** The black and white checkered flag indicates that a given track session has ended or that a race is complete. After taking the checkered flag, drivers should proceed with caution to the scales area.
 - 15.12. **Checkered and Black Flags:** The race is complete but under protest or penalty.
16. **RACE DISTANCES:** Should the checkered flag be thrown before the posted race distance is covered, the race will be considered finished at the checkered flag. Should the checkered flag be thrown after the posted race distance, the race will be considered finished at the posted race distance.
17. **KART RETRIEVAL:** Drivers becoming disabled while on the race track will be required to wait to the end of the session before trying to exit to the scales. If provided, race operations will send a kart retrieval unit to pick up and escort disabled drivers and their karts to the scale area. If none is provided, a driver's assistant will be required to enter the track with a kart stand and retrieve the driver. The driver's assistant may not enter the track area without permission from race officials, and may not enter the track until after the entire field has been shown the checkered flag. Violations to these rules may be viewed as unauthorized entrance to the track and may result in harsh penalties. All disabled drivers are still required

to scale at the end of sessions that require the scaling process. Failure to do so may be considered a scales violation.

18. **SCALES:** All drivers are subject to minimum weight requirements at the end of qualifying, pre-finals, heat races and finals. Behind the scales is a restricted area and no one other than drivers are allowed behind the scales.
 - 18.1. Drivers are NOT allowed to have any physical contact with anyone prior to scaling.
 - 18.2. Drivers must enter scales when asked by scales personnel.
 - 18.3. Drivers failing to meet posted weight requirements will be moved to the rear of the field for the next session. Failed scales in a final will be penalized as follows:
 - 18.3.1. Drivers 1lb light will be penalized 5 positions for the session.
 - 18.3.2. Drivers 2-3 lbs light will be penalized 10 positions for the session.
 - 18.3.3. Drivers 4+ lbs light will be moved to the rear of the field for the session.
 - 18.4. Drivers will be allowed 2 additional attempts to reset scale and re-weigh.
 - 18.5. Drivers leaving the IMMEDIATE supervision of scales personnel will NOT be allowed to re-weigh.
 - 18.6. The provided scales will be official and are not protestable. (Should a scales malfunction occur, race officials may intervene and make concessions.)
 - 18.7. Drivers may be given water in the scale line, at the race official's discretion. Any driver dumping water on themselves will have 2 lbs added to their minimum weight.

19. **SCORING/ LINE UP:** The host facility will be responsible for scoring. Their scoring system is the only official scoring system that counts. Transponders are required to be present for official scoring to be accurate.
 - 19.1. It is the sole responsibility of each driver to have a charged and working transponder on for all official sessions that require transponders.
 - 19.2. Transponders may be mounted no closer to the front of a kart than 12 inches back to the leading edge, from the center of the kingpin.
 - 19.3. Only official time from the scoring system will be allowed for scoring purposes in qualifying. No "drivers acquired" data will be used for scoring purposes.
 - 19.4. Hand scoring for pre-finals, heats and finals is at the SOLE discretion of the scoring personnel. If they choose to hand score, it will be considered a courtesy and is not required.
 - 19.5. Standard scoring is as follows. Qualifying results set the grid for Prefinal. Prefinal results set the grid for finals. Finals results are final results for the day.
 - 19.6. Double Heat Scoring is as follows:
 - 19.6.1. Qualifying results set the grid for first heat.
 - 19.6.2. Second Heat as follows:
 - 19.6.2.1. Jr. I classes - No Invert. Starting order determined by Heat 1 finishing order.
 - 19.6.2.2. Jr. II classes – 50% invert of Qualifying Results for even number of participants and 50% + 1 invert of Qualifying Results for an odd number of participants.
 - 19.6.2.3. Sr classes – 50% invert of Qualifying Results for even number of

participants and 50% + 1 invert of Qualifying Results for an odd number of participants.

19.6.3. Final Heat as follows:

19.6.3.1. Non-Inverted classes start order determined by Heat 2 finishing order

19.6.3.2. Inverted classes, points from Heat 1 and Heat 2 are combined to set the grid for the final.

6.3.2.1. Points used are: 1st – 0 points, 2nd – 2 points, 3rd – 3 points, etc.

6.3.2.2. Position is set by lowest points first.

6.3.2.3. If there are ties, the driver with the highest qualifying position comes first.

19.6.4. Results of the Final are the final results for the day.

19.7. Drivers that believe a scoring error has been made **MUST** notify scoring prior to entering the track for their next session. Once a session has been run, nothing will be changed retroactively.

19.8. Drivers will be scored in the following order:

- Race finishers by order finished
- Drivers classified as DNF (did not finish)
- Drivers classified as DNS (did not start)
- Drivers who were disqualified

(Drivers who are present on grid at the appropriate time will be considered started)

19.9. **Posted Result Protests** – Participants have 4 weeks from the date results are posted online at oskcs.com to protest finishing results. No changes will be made to an event's results after that date.

20. **TIRES:** The tire compound and size for each class is spec'd and all competitors **MUST** run the appropriate tire if they wish to be scored.

20.1. Drivers will be limited to one single set of slicks for the qualifying, heats, prefinal and finals.

20.2. The replacement of a damaged tire will be at the discretion of the tech official.

20.3. Rain tires will not be allowed until a race has been declared "WET" by officials.

20.4. Once a race has been declared wet, the use of rain tires is at the discretion of the driver, for the remainder of the day.

20.5. Drivers will be limited to one single set of wet rain tires per WET declared race day.

20.6. Upon declaring a race WET, a 15 minute delay will be given in the schedule. The schedule will resume after that delay, with no further delays being granted for the remainder of the day. Drivers must present to the grid at the appropriate time with their tire decision made.

21. **FUEL:** Most classes have a spec'd fuel and oil. All 4-cycle classes will use gasoline with no ethanol or oxygenated fuel. Rotax shall use pump gas of 93 Octane, or less. Other 2-cycle classes shall use 93 Octane pump gas, or less. Shifters shall use a minimum of 98 Octane race fuel. Please check with the track prior to the event. Failure to meet the posted fuel requirement is grounds for disqualification. Fuel compliance may be checked at any time throughout a race day, by Digitron or other testing device, at the race officials' discretion. Drivers found to be adding any foreign substance (other than approved oil) will be excluded for the remainder of the series. Re-entry will be at the discretion of the Sprint Appeals Committee and

host facility.

22. COMMUNICATION WITH DRIVERS: Electronic communication with drivers on track is not allowed by any means during any official track sessions. Drivers found to be in violation of this rule may be excluded from the day's events.

23. UNAUTHORIZED ENTRY ONTO THE RACING SURFACE: Absolutely no one is allowed onto the racing surface (track area) without the expressed permission of the race officials. Parents, mechanics, or others affiliated with a driver, who enter the track area without permission will be expelled from the facility for the remainder of the race day. The driver affiliated with the violator will be disqualified from the violated track session and may be excluded for the remainder of the day. In the case of an injury on the track, drivers' representative should go immediately to the grid and wait for directions from the race officials. Entry onto the racing surface will be at the SOLE DISCRETION of race officials. Every effort will be made to communicate with concerned individuals.

24. TROPHY PRESENTATION: Daily race Trophy Presentations will take place at the conclusion of the days racing and post-race tech inspections. All drivers are invited to the trophy presentation. Trophies will be based on participation requirements listed above in this document. Drivers or representatives must be present to be eligible for trophies, unless prior pick up has been arranged. Trophies not picked up by the end of the day may be forfeited.

PARC and PKA will need to list the classes, weights, tires and fuel requirements for the official classes at the beginning of each season, as well as which classes may be combined. This may be done by using a table or graph for quick references. This will be added to these regulations.

25. Official Classes: The following are the list of official classes for the current OSKCS Championship season. See section 4.2 for details on support for other classes.

LeCont Red Classes

Class	Engine	Age	Tire	Fuel	Rule Set	Wt. (lbs)
Kid Kart	Comer 50	5 to 7	LeCont Red	Gas *1	IKF	160
Junior 1	Briggs Animal w/ Yellow Slide	7 to 13	LeCont Red	Gas *1	IKF	260
Junior 2	Briggs World Formula	12 to 15	LeCont Red	Gas *1	IKF	325
WF Med.	Briggs World Formula	16 up	LeCont Red	Gas *1	IKF	365
WF Hvy.	Briggs World Formula	16 up	LeCont Red	Gas *1	IKF	390
LO206 Jr. I	Briggs LO206 w/ Yellow Slide	7 to 13	LeCont Red	Gas *1	IKF	240
LO206 Jr. II	Briggs LO206	12 to 15	LeCont Red	Gas *1	IKF	320
LO206 Sr.	Briggs LO206	15 up	LeCont Red	Gas *1	IKF	360
LO206 Masters	Briggs LO206	30 up	LeCont Red	Gas *1	IKF	360

- Gas *1 – Gas must be non-ethanol, non-oxygenated 92 Octane Gasoline
- For above classes, minus LO206 classes, Bridgestone YLP rain tires are required.
- For above LO206 classes, Bridgestone YLP or LeCont White rain tires are required.

All Other Classes

Class	Engine	Age	Tire	Fuel	Rule Set	Wt. (lbs)
TaG Sr.	Parilla Leopard	16 up	LeCont White, Envico Red, or MG Yellow	Gas *2	SKUSA	355
S2 Shifter	99 Honda CR 125	14 up	LeCont White or Envico Red, or MG Yellow	Gas *2	SKUSA	385
S4 Shifter	99 Honda CR 125	30 up	LeCont White or Envico Red, or MG Yellow	Gas *2	SKUSA	405
Super Sport 200	Clone 200cc	16 up	LeCont Red	Pump Gas	SS200	380
Rotax Micro Max	Rotax Micro Max	7 to 10	Mojo D2	Gas *3	RMCS	235
Rotax Mini Max	Rotax Mini	9 to 13	Mojo D2	Gas *3	RMCS	265
Rotax Jr.	Rotax	13 to 16	MaxOne Blue	Gas *3	RMCS	320
Rotax Sr.	Rotax	15 up	MaxOne Purple	Gas *3	RMCS	364
Rotax Masters	Rotax	21 up or 190 lbs.	MaxOne Purple	Gas *3	RMCS	405
Yamaha	Yamaha KT-100	16 up	LeCont White	Gas *2	IKF	
	W/ expansion pipe					360
	W/ RLV-3 pipe					350

- **Gas *2 – One of: VP MS 98, VP VP-110, ERC 110, K&S 110, or VP C-116**
- **Gas *3 – 92 Octane from [Mac: Texaco near Wilco on 99W, PARC: Wilsonville or Canby Chevron]**
- **Spec oil for all Rotax Classes is Rotax Synthetic Oil mixed between 32:1 and 50:1.**
- **For above classes, minus Rotax Classes, Bridgestone YLP, Evinco WT, MG WT, Vega W5, or LeCont White rain tires are allowed.**
- **For above Rotax Classes: Micro and Mini, Mojo CW(cadet) rain tires are required. Rotax Jr, Sr and Masters, Vega MaxOne rain tires required.**