

2010 OSWEGO KARTWAY Rules

The Oswego Kartway reserves the right to deny or accept any kart or patron without recourse. The track reserves the right to revoke or cancel the right of any patron or racers claims to be on the premises without refund of any admission, racing or membership fees.

Conduct: All drivers shall conduct themselves in an orderly manner. Physical violence or abuse of any individual will subject the offender to immediate removal from the premises and possible suspension of membership status. It is our intent to provide a family friendly atmosphere.

Drivers, or guardian of a minor, are responsible for the control and actions of their pit crew members and accompanying guests. Unacceptable actions of crew members may subject the driver to penalty or disqualification or suspension of membership status. All drivers are required to attend all drivers meetings. Juvenile drivers must be accompanied by their crew chief.

The following will be reason for immediate ejection from the Kartway:

- Abusive language, fighting, arguing with race officials and unsportsmanlike conduct. **This includes EVERYONE - Drivers, Pit Crews and Spectators.**
- Possession or consumption of an alcoholic beverage by anyone in the pit area or having a pit pass.
- Anyone approaching the Flagman or Scorer during a race will be automatically disqualified for the day. This includes drivers, pit crews, family members and spectators. A second offense will result in ejection for two (2) race days.
- Any unauthorized use of the raceway is strictly prohibited. Anyone using the Raceway without written permission from current management will be prosecuted to the fullest extent of the law.
- ALL DRIVERS ARE RESPONSIBLE FOR THEIR PIT CREWS.
- Any unauthorized person who enters the racing surface.
- Any physical fight with a race official will result in a **LIFETIME** ban from the Oswego Kartway

Assumption of Risk: Members assume full responsibility for any and all injuries sustained, property damage and/or death at anytime while on the race premises or enroot to and from the facility. No member will have any claim for expenses or damage against The Oswego Kartway or its promoters or officials regardless of negligence. No insurance is extended to vehicles in the pits or infield.

Program: The program consists of qualifying and feature events. The raceway will determine the number of events, which constitute a complete program. Management reserves the right, without liability, to alter the pre-announced length or nature of any event if weather, track conditions, driver or fan safety concerns or other factors warrant such a change.

Kart Inspection: Competing karts are subject to inspection by raceway officials at any time. Such an inspection does not deem a kart safe and free from defects. No express or

implied warranty of safety shall result from publication of, or compliance with the rules. Kart, part and/or equipment will not be considered as having been approved by reason of having passed through inspection at anytime or number of times unobserved or undetected. Any kart is subject to a full inspection by a track official at anytime while at the racetrack. Failure to comply will result in disqualification. All Karts must be available for inspection immediately following an event. Failure to report to the designated inspection area if instructed by the track officials will result in disqualification. Compliance with rules will be determined by the procedures, equipment, and tools adopted and utilized by the raceway. Official weight is per track provided scales. Competitors are urged to check compliance against the standards before entering competition. Contact the technical inspector or track official prior to the racing program start time if you wish to have your kart checked.

Drug and Alcohol Policy: Absolutely no alcoholic beverages will be allowed in the pit area at the track. Mandatory revocation of rights will take place for any member found to be using illegal drugs or consuming alcoholic beverages while the race program is in progress or prior to entering the race premises.

Decisions: All decisions concerning scorekeeping, suspensions, disqualification, penalties and interpretation of the rules by The Oswego Kartway are FINAL. Questions or comments regarding such decisions will not be discussed during the race program. All inquiries about any decision should be made in a respectful, civil manner or they will not be heard. Under NO circumstances is ANYONE to approach the flag stand during a race program.

Driver Racing Apparel:

1. Full-face helmet designed for racing; SA and M 2000 or SA and M 2005
2. Full coverage driver wear including sturdy shoes, socks, long sleeve shirt, long pants, and gloves are REQUIRED
3. A jacket such as denim or a carhart should be worn.
4. Neck brace designed for racing REQUIRED
5. Elbow pad for right elbow is recommended
6. **Chest and rib protective jacket - HIGHLY recommended (especially plate classes).**
7. Long hair must be well-secured and kept under the helmet.
8. No loose clothing while racing, for safety reasons.
9. No tinted or smoked visors after dark
- *10. **Champ Kart Drivers are required to wear SFI rated equipment (Jacket, gloves etc.)**

Kart Requirements - Mandatory for all Classes:

The Oswego Kartway will run rules similar to national series, including the following. All Drivers Must Familiarize Themselves With These Rules!

We are a Burris Tire Spec Track. Only Burris tires are allowed in all racing events at the Oswego Kartway. All racers will be required to run any compound of Burris SS series tires (DXA, DXB and DXC compounds are also allowed). No Treaded (TX series) tires. Slicks only.

BRAKE DISK GUARD

All karts must be equipped with a brake disk guard (AKA Wolfe Plate) located between the brake disk and the back of the seat.

1. All karts must have a clutch guard, to protect the driver from clutch/chain failure.
2. Seats must be securely bolted to frame and not adjustable while kart is in motion. No portion of the seat shall be located rearward of the vertical plane of the rear axle.
3. Fuel tanks must be securely bolted to the floor pan beneath the steering shaft unless it is an integral part of the engine. Only one fuel tank with a maximum seven quart capacity. Fuel lines will be adequate length to connect fuel tank and carburetor. Excessive fuel line will not be permitted. No pressurized fuel systems allowed.
4. Header must extend past fuel tank but not past the rear bumper. Header support brace required. All pipes must be in a secure fixed position. MUFFLERS ARE MANDATORY in 2/4 cycle classes.
5. Kart must have a minimum of rear brakes. All brake bolts and supports will have no less than nylock nuts, it is suggested that they be pinned and that a rotor guard plate be installed.
6. Front bumpers are required. Rear bumpers are required (the outer most portion of the bumper must remain within the tire area) Full width rear bumpers are HIGHLY recommended. Double nerf bars are required.
8. **Fuel - 100% Methanol. No Additives of any kind . Pump Gas only for Pro Stock.**
9. Front spindles must be keyed and pinned.
10. Rear axles must have snap rings on both ends plus safety wire.
11. Steering wheel nut must be keyed or pinned. The three bolts that hold the steering wheel to the hub must have no less than nylock nuts. All tie-rod bolts must be keyed or pinned.
12. All bodies, side panels, and nose pieces must be securely mounted
13. Kart numbers must be at least 6" on the nose, side panels, and rear number plate.
14. No duplicate numbers will be allowed in the same class with or without letters.
15. All numbers must be read from scorer's tower or you won't be scored. Your kart numbers must be visible to be scored. Duplicate numbers will be handed out on a first-come, first-serve basis.
16. No fairings allowed in junior classes
17. All added weight is to be securely fastened to the kart with a minimum of 5/16" bolts. All bolts must be cotter keyed, safety wired or double nutted. No weight is to be bolted to the outside of the bumpers or the side bars. Weights should not exceed 8lbs. each, and painted white.

18. **Oil and Fuel:** Oil and Fuel may be teched at any time during race day. No flammable or dangerous additives of any kind are allowed in the crankcase. Any means of testing may be used including smell and appearance. A competitor may be disqualified if his fuel does not smell the same as a clean fuel sample supplied by the tack. The "smell" test must be performed by three track officials and all three must agree that sample in question is different from the track sample.

** Anyone disqualified for intentional oil or fuel infractions will forfeit all points for the day plus 25 additional points.

Transponder Placement: The leading edge of the transponder can be no closer than 24" from the center of the left front kingpin. It can be mounted anywhere on the left side of the kart as long as it has a clear view of the ground and is secure (seat, frame rail, seat strut, nerf bar etc.).

1) We are going to have a Three Lap rule for transponder issues.

2) Any driver who enters the track without a transponder will lose their starting and start in the back after transponder has been retrieved and placed on kart.

Points and Handicapping: Point System (We are using the same point system as the big track)

Feature

1st - 100, 2nd - 94, 3rd - 90, 4th - 87, 5th - 84, 6th - 81, 7th - 78, 8th - 76, 9th - 74, 10th - 72, 11th - 70, 12th - 68 all others 66

Heats - 1st - 15, 2nd - 12, 3rd - 10, 4th - 8, 5th - 7, 6th - 6, 7th - 5, 8th - 4

At the end of the season the track statistician will drop the 2 lowest points races or 2 'no-shows' or any combination of those from all competitors' points totals to determine the official final point standing. **DISQUALIFICATION FOR UNSPORTSMAN-LIKE CONDUCT WILL NOT COUNT AS A DROPPED RACE.** In all cases of season ending ties, ties will be broken by using the greatest number of 1st place finishes in events counting toward that position. If a tie still exists, the 2nd's, 3rd's, etc. will be considered until the tie is broken. Points count each week except for noted non-points events.

Heats will be lined up from a pill draw when you sign in. Feature line up will be determined by the same handicapping system the speedway uses. **Points Earned Handicapping System** - A drivers starting position shall be determined by the number of championship points earned over the past 3 race meets. The driver with the least number of points earned shall start on the pole; the second lowest number of points earned shall start on the outside pole, etc. If a driver is not in attendance for a race meet he shall be credited with heat and feature win points for handicapping purposes.

DQ's Drop's and Points:

Black Flag- 1 st offense – Last Place Points	2 nd Offense – Last Place Points
Weight – 1 st Offense – Last Place Points	2 nd Offense “0” Points
Muffler – 1 st Offense – Last Place Points	2 nd Offense Last Place Points
Safety Issues – 1 st Offense - Last Place Points and need to be re-teched before next race.	
Fuel – 1 st Offense – Last Place Points	2 nd Offense “0” points and <u>NO DROP</u>
Performance Issues (blatant rule infraction) – 1st Offense – “0” NO DROP 2nd Offense - 2 WEEK SUSPENSION	

If Rain forces us below 10 point races there will only be **ONE** drop, not TWO

Competition Rules: The spirit and intent of sportsman like racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. 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 shall be subject to immediate disqualification and possible suspension of membership status. In practice or in a race, any un-sportsman like conduct after the checkered flag may result in disqualification and/or possible suspension at the discretion of the track. We emphasize "inadvertent". Race officials will have the authority to make such decisions without question.

Passing Rule: An overtaking driver who is halfway up on another kart is entitled to fair racing room so that both karts can complete a turn side by side on the racing surface without contact.

Flagger and Track Officials: Under no circumstances is anyone to argue with or approach the flagger or scorers. Their decisions are final and any driver caught in violation will be disqualified from that days events. Any non-driver caught in violation will be asked to leave the track.

Restarts: All restarts revert to last completed lap. If no laps are complete, the field we revert to the qualifying order. Any kart involved in a caution will go to the rear. Drivers are responsible for knowing their position. Hold your spot if you believe you belong there: the track officials will make the final decision.

Three yellow rule: If you cause three yellow flags you will be Black flagged.

Repairs: All repairs must be performed off the track.

Track and Infield:

1. Only authorized personnel shall be in the infield or on the track at anytime during the racing program.
2. After the race has started if your kart should stall you must go to the center of the track

3. If you change a kart because of mechanical problems you must tell the scorers so that they can start you at the rear of the next race.
4. Absolutely NO working on karts on racing surface.
5. In the event of a rain out when a race is done at a later date - the line up of positions follows the driver not the kart (No driver substitutions). If there is a substitution kart it will be start scratch.
6. Continual ill handling of a kart will result in a black flag, disqualification or suspension.
7. If you intentionally bring out the caution, you will be black flagged.
8. You will receive no points if you are black flagged for reason other than mechanical failure.
9. NO DRIVING KARTS IN PITS.

Drivers Meeting: It is mandatory that all drivers attend drivers meeting unless otherwise instructed by a track official. Failure to comply may result in disqualification or suspension.

After Race Inspection:

1. All karts in all classes must go to the scale house to weigh in after feature races. If you fail to go to the scale house, you will be disqualified from that race.
2. Management will decide which classes will be teched each night. After the feature the classes that will be teched will be directed to the designated tech area. All decisions of the tech person are final.
3. A class must average 3 karts to be run weekly and have a point's award a season's end.

Classes

- Novice – 200 lbs 5-8 years old (stock clone w/ silver plate)**
- Jr.-1 Purple plate - 250 lbs. 8-10 years old**
- Blue Plate – 265 lbs. 10-12 years old**
- Jr.-2 Gold plate - 300 lbs. 12-15 years old**
- Light – 325 lbs. 15 and up**
- Medium - 350 lbs. 15 and up**
- Heavy - 375 lbs. 15 and up**
- Sr. Champ - 410 lbs (WKA stock animal), 390 lbs flat head 15 and up**
- Open class - 375 lbs 15 and up**
- Pro Stock (clone class) – 375 lbs 15 and up**

These classes are not set in stone, if there is enough interest and support we will add classes as necessary.

Engine rules (only) are based off of WKA. WKA rules apply to all plate and stock classes unless otherwise mentioned above and/or at the race director or race official's discretion.

PRO STOCK RULES (CLONE CLASS)

The AKRA Box Stock rules will be the guideline for this class. Below are the rules that we will pay special attention to. The rules below also include some changes from the AKRA rules and these will be the only allowed departure from the AKRA copyrighted rules published for free download at: www.akrainc.com

Remember, that this class is meant to be cost effective, and entry level in nature. It is your responsibility to read and understand the AKRA rules as well as the modifications printed below.

CHASSIS:

1. May be any chassis configuration available.

TIRES, WHEELS:

1. Tires must be slicks (BURRIS tires only), no treads of any type

ENGINE:

1. Gasoline 6.5 HP CLONE ONLY, ANY COLOR. Must meet engine specs outlined in the AKRA rules. No Honda's
2. Aftermarket air filter adapter allowed (max length of 1.375).
3. No porting or polishing on any parts
4. No machining on block or cylinder head
5. No advanced ignition timing, stock timing key must be in place. Stock Box Stock system only and must be unaltered. Kill switch and low oil sensor may be disabled and removed.
6. Main fuel jet may be drilled to a no-go of .042 inch. Stock emulsion tube must be used and unaltered.

7. Header and Muffler Requirements: Any single stage, one piece header made from .750" O.D. steel tubing allowed with the BS tube style muffler part #89966 or it's aftermarket equivalent(ex: rotary power) installed at the end of pipe. The tube style muffler may either be welded or tread fitted to the pipe end. The entire exhaust pipe including the muffler is 14" max length and 10" min length.**LOCAL OPTION for Mufflers – Briggs and Stratton Part # 294599**

8. Camshaft Requirements: Stock as cast camshaft only. Cam lobe base circle diameter .865" -.005"/+.010"
Duration check for Intake and Exhaust lobes (taken off pushrod). Intake duration of 218.5 degrees at .050 lift/85.5 degrees at .200 lift. Exhaust duration of 221.5 degrees at .050 lift/96.5 degrees at .200 lift. (All checks will allow +2 degrees for wear and gauge variances.)

Max Intake lift on cam .225" taken at the pushrod.

Max Intake lift at the valve .238" Taken on valve spring retainer with zero lash.

Max Exhaust lift on cam .232" taken at the pushrod.

Max Exhaust Lift at the valve .242" Taken on valve spring retainer with zero lash.

Special note. Valve guide wear can give false valve lift readings when checking off the front of the valve spring retainer. It is advised to take readings at several other points around the retainer (back, and both sides) if wear is suspected of giving a false, unfavorable reading.

CL1 Cam is legal.

9. Carburetor/Fuel Tank Requirements: Floor Mounted fuel tank mandatory (stock tank must be removed). Pulse type fuel pump allowed. Fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

10. Drum clutch - \$70 claimer

11. \$200 engine claim rule applies to all, by track or kart driver competing in the same race, finishing within two positions of the engine being claimed. Does not include clutch, clutch guard, throttle linkage, mount or pulse fuel pump. Any driver refusing claim or exchange will forfeit all points and will no longer compete in the OHV class in any way. Motor will be marked and will also be excluded from the OHV class.

Here is a link on how to remove the governor,

<http://karting.4cycle.com/showthread.php?t=152798>