



Oakland Valley Race Park Karting Sporting Rules and Regulations

A. Event (Race) Entrant, the driver:

1. The entrant of the race is the driver
2. 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.
3. Oakland Valley Race Park reserves the right to refuse entry to any kart not conforming to regulations.
4. Competitors may register for a class until that class has completed Qualifying.
5. Drivers are eligible for any class they meet the age requirements for from 12:00am January 1st, 2025 and 11:59pm December 31st, 2025.
6. Cameras may only be mounted in an approved manner.
7. Competitors must conform to WKA driving gear requirements.
8. The WKA "replacement driver" rule is **NOT** in effect for the OVRP Championship series - drivers may only score points for their own performance.
9. 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.

B. Tech Inspection:

1. It is the competitors 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.
2. OVRP reserves the right to inspect any entered kart at any time throughout the race day.
3. The top five (5) drivers are expected to proceed to the prescribed tech area at the conclusion of any given competitive session.
4. Chassis or Engine Swap: Drivers are allowed to make one (1) 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 chassis swap will render that driver to the rear of the field for the start of the next competitive session.

5. Fuel may be teched from the gas tank of any kart 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. Fuel and Oil:

1. Drivers must conform to rule B.5 as it refers to purchase and tech of fuel.
2. Fuel must be near ambient temperature when entering the track. Heating and cooling of fuel is not legal.
3. Approved oils are as follows: Motul, Red Line, XPS, and/or any castor oil.

D. Tires:

1. Tire compounds are per the regulations outlined in the class structure/rules.
2. All drivers **MUST** use the same set of tires for Qualifying and all competitive sessions.
3. 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.
4. 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 the day starts on rain tires, a driver may introduce only one (1) set of slicks throughout the day - they may be new or used. Drivers making a poor tire choice resulting in unsafe driving conditions for that driver may be removed from the track.
5. 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.
6. Tires must be at ambient temperature upon entering the track. Tire warmers or warming is/are forbidden.
7. **ANY** form of tire prep or altering of tire composition for the purpose of gaining a competitive advantage will result in stiff penalties and potential suspension of any and all individuals involved.

E. Grid:

1. No fueling is allowed on the grid.
2. Work may be completed on the grid and is not limited to one mechanic or driver to any given kart.
3. No heavy equipment or rolling tool boxes allowed on the grid.
4. 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, skateboards, segways, hoverboards, quads, motorcycles, cars, trucks, etc. are allowed on the grid.
5. Drivers who approach the grid for practice or qualifying have rights to the front of the grid in the order that they arrive. Drivers arriving later than others will not force their way to the front of the grid.
6. Drivers must use the staging lanes when arriving at the grid for practice and qualifying. Failure to conform to this rule will result in a driver's fastest lap being invalidated for qualifying. Harsher sanctions may be imposed if a driver is a repeat offender.

F. Driver's Meeting:

1. 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.
2. All drivers are required to attend the driver's meeting. Penalties may be enforced by the Race Director for drivers who do not attend.
3. **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.

G. Scoring:

1. Results 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 official.
2. Protesting of results will only be permitted within thirty (30) minutes of the results being posted on the posting board.
3. Transponders:
 - 3.1. 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.
 - 3.2. Transponders may be mounted on the back of the seat approximately 12 inches from the track surface (standard rule) OR no less than 9 inches to the rear of the centerline of the top of the kingpin to the leading edge of the transponder (WKA rule 212.6).
 - 3.3. Transponders can be rented from OVRP for a fee, but must be returned following the driver's last competitive session on track. Competitors are responsible for rented transponders that are lost while in their possession. Failure to return a transponder will result in the competitor being charged full retail price for a replacement transponder.
 - 3.4. 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.
 - 3.5. If your transponder is not working, you will **NOT** be scored using a different device.
 - 3.6. If your transponder is not working or is not present during a race session, 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.
 - 3.7. 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 time, including considering taking your SECOND fastest lap time from your data unit.

H. Flags:

1. Yellow Flag: the yellow flag is the signal for caution. When it is held stationary, it is an indication that there is a problem ahead. Drivers **MUST** slow down and refrain from passing. A waving yellow flag indicated immediate danger ahead. Drivers should be prepared to stop and cannot pass. Drivers caught passing under yellow flag conditions in practice will be removed from the race track. Drivers caught passing under yellow flag conditions during a race session will be penalized the number of positions they gain in the yellow zone.
2. Red Flag: The red flag indicated that a race must be stopped due to some condition that has made the track unsafe, such as a complete track blockage. As soon as a red flag is shown, all drivers must come to a stop as quickly and safely as possible. Drivers ignoring the red flag(s) will be severely penalized.
3. Blue Flag: The blue flag is used to indicate to a driver that they are about to be overtaken by the leaders and should yield the racing line to them as soon as possible. Drivers ignoring blue flags will be severely penalized.
4. Black Flag:
 - 4.1. POINTED/FURLED: A pointed black flag will be used to assess warnings to drivers that they are being carefully monitored for their on-track behavior and continuing this behavior may result in being removed from the race track or penalized.
 - 4.2. SOLID BLACK FLAG: This flag, usually accompanied with a driver's number on the number board from the starter stand, is used to remove a driver from the race track for unacceptable conduct.
 - 4.3. BLACK FLAG WITH ORANGE DISK: This flag, usually accompanied with a drivers number on the number board from the starter stand, is used to remove a driver from the race track for a mechanical issue with their kart.

I. Qualifying:

1. Qualifying is usually one, five minute long timed session where a driver's fastest lap time is referred to for grid spots in the next competitive session.
2. 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.
3. No hot pitting is allowed. Once a driver exits the track, their qualifying session is over.
4. Bump drafting/pushing is permitted.
5. 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.
6. Karts may enter the track for qualifying any time after the track goes green until the checkered flag is shown for that session.

J. Rolling Start Procedure:

1. When drivers are released onto the racing surface for a race session, they will be given one (1) full hot lap. Once the leader has passed the starting line for the first time, they have started the formation lap and should slow their pace to allow all other drivers to catch up.

2. Drivers must use the designated tram lanes as they approach the starting zone. Any drivers deemed to have at least two (2) tires outside of the white lines before the green flag is displayed will be penalized.
3. The leader must be the first kart to cross the yellow acceleration line. If the driver in second is the first one across the acceleration line, they will be penalized.
4. Drivers are not permitted to accelerate until they have crossed the acceleration line.
5. In the event a rolling start is "waved off", the starter will display the yellow flag and all drivers will continue around the track for an additional lap in the same order until a satisfactory start can be made.
6. In the event a rolling start is waved off twice, the first and second rows may be inverted. If a satisfactory start still cannot be made, the Race Director may suspend the session.
7. In the event that a green flag has been displayed and there is a need to restart the race without suspending a session, the yellow and red flags will be displayed together at all corner stations. Drivers should slow down and reform into their original grid positions.

K. General Racing Guidelines:

1. A race day will compose of one (1) qualifying session, one (1) pre-final session, and one (1) final race session, where the final will determine championship points for the day, unless otherwise specified.
2. Should the Race Director or other official deem the need to split a class to reduce the number of karts on track at any one time, the following schedule for that class will be followed:
 - Qualifying (Two groups, split in half, based on practice times)
 - Group B Pre-final (Top finishers transfer to Group A, determined by officials).
 - Group A Pre-final
 - Group B Final (Top finishers transfer to Group A, determined by officials).
 - Group A Final
3. Contact resulting in a gain of position is forbidden and subject to penalty at the Race Director's discretion. If the position is returned to an offended kart, a penalty *may* be waived. An offended driver may not impose another driver using camera footage.
4. Drivers being lapped are expected not to impede the karts lapping them and should wave the leaders through at their earliest convenience. Lapped drivers should use their best judgment when, where, and how to let another kart through safely. Causing a collision without warrant is subject to penalty.
5. Drivers are permitted **ONE** defensive move on a straight.
 - 5.1. A defensive move is defined as a change in direction that is away from the normal racing line.
 - 5.2. Drivers are not permitted to return to the racing line until they begin their maneuver to the next corner.
 - 5.3. Drivers are permitted to defend in reaction to an attacking driver's move.
 - 5.4. Drivers are not permitted to force a driver outside of the track limits or to cause a collision, whether attacking or defending.

L. Scale Procedure:

1. Post qualifying and post race scale reading will be deemed final and official.
2. Every competitor must be weighed after each competitive event to earn the rewards of that event whether it be qualifying, a heat race, or final.
3. Only officials may breach the scaling area as determined by the scale official or appropriate appointee. No intervention with drivers or their equipment unless it has been authorized by these officials.
4. Drivers not making weight may be asked to step aside and attempt to weigh in again after all others in the class have had the chance to do so.
5. If the weight of a driver is not compliant with that of the class rules, the driver will receive a disqualification for the session.
6. Drivers may be allowed a 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.
7. Violations to these rules may result in a penalty or disqualification for the just completed on track session.
8. Drivers may **NOT** drive onto the scales. Drivers must exit their kart and push their kart onto the weighbridge. Failure to do so will result in a penalty.

M. Penalties:

1. The penalties that follow commonly apply but are not exclusive to the following list.
2. These penalties apply to driver conduct as well as personal conduct from anybody attending the event or representing a driver.
 - 2.1. Number of positions gained or lost as a result of contact.
 - 2.2. Number of positions gained or lost plus penalty positions as a result of contact.
 - 2.3. Time penalty (i.e. +5 seconds for four wheels out of tram lanes).
 - 2.4. Exclusion from a session (i.e. failure to meet minimum weight).
 - 2.5. Exclusion from an event (i.e. retaliatory contact).
 - 2.6. Suspension for one or more events (i.e. repeated driving offenses).
 - 2.7. Removal from the Championship.
3. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward.
 - 3.1. 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.
4. Race officials will **ONLY** consider conversation relative to the one incident being called into question for a given protester video review. An unorganized or overly emotional protest may be aborted at any time by the race official in charge of the protest.
5. 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.

N. Rule Hierarchy:

1. WKA rules, and liability structure is the foundation set of rules.
2. OVRP rules that are in conflict with WKA rules are the rules.
3. Driver's meeting announcements and rule clarifications are the supplemental rules to any event.
4. Race Director's decision or clarification of any rule(s) during an event is priority over aforementioned rules structure.
5. 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.

O. Points:

1. The same points paying structure that is current for the 2025 Formula One season will be awarded for races considered Final events on a given race day.
2. The top three (3) 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.
3. The Championship structure consists of 14 final events over 14 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 zero (0).
4. Any tie in points (after drop rounds 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, etc. 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.

P. Pits and Paddock:

1. Competitors' pit area must be found in the same condition when they leave as it was when they arrived. Garbage cans have been provided - please do not leave debris on the ground.
2. Please remove **ALL** tow vehicles from the pit area once you have dropped your trailer or have dropped your equipment off with your team.
3. Please support a courteous set-up and tear-down area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.