

OHSWEKEN SPEEDWAY

MICRO SPRINT

2016

OFFICIAL RULES AND REGULATIONS DRAFT (February 22)

DISCLAIMER

*The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.*

*The Tech Inspector (s) shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

No equipment will be considered as having been approved by reason of having passed through inspection unobserved. The Tech Inspector(s) reserves the right to add, delete, modify or update the rules at anytime in the interest of providing parity for all competitors. These changes may be made via an announcement at the driver meeting, notation on the official pit notes or a technical bulletin, and automatically amend all specifications herein. All changes will be posted.

It is the responsibility of the competitor to obtain and become familiar with the current rules pertaining to the division in which he/she chooses to participate.

It is the responsibility of each competitor (Drivers; Parents; & Crew members) to read, understand, and comply with these rules as written. It is incumbent on the parents to make sure their children know and understand all rules and regulations. The rules and procedures are neither foolproof nor exhaustive. They are intended to provide fair and competitive racing for all who participate in this division. The spirit and intent of these rules is the standard that will be used for competition at Ohsweken Speedways Micro Track. Ohsweken Speedway officials are authorized to decide if an equipment change or addition is an attempt to circumvent these rules or provide an unfair advantage. OS officials can and will disqualify any entry in violation of the spirit and intent of these rules. Decisions will be based on common sense, consistency, impartiality and fairness. If there is disagreement or dispute regarding the meaning, interpretation, or application of these rules, OS officials' decisions shall prevail. If these rules do not specifically say that you can add, change, or modify something, then you should

consider that addition, change or modification illegal. Any questions about the compliance of an addition or modification not covered by these rules must be answered by OS officials in writing, and their decision is final.

Ohsweken Speedway reserves the right to alter or amend these rules at any time in the interests of safety, cost control or fair competition. The safety of each racecar and all equipment is the complete responsibility of the driver/owner, and the driver/owner acknowledges this responsibility by participating in any racing activity at Ohsweken Speedway.

GENERAL RULES

- 1.1 It is the obligation of each participant to know and understand the governing rules and that his / her conduct and equipment comply within the rules package.
- 1.2 Drivers under 18 years of age must have an insurance document (*parental consent form*) signed by both parents and/or legal guardians filed with Ohsweken Speedway before being allowed on the race track.
- 1.3 In addition, a “MINOR PARTICIPANT” release form **MUST** be completed and signed each race night by the minor participant.
- 1.4 Any driver / owner / parent found to have submitted falsified documents regarding age and / or waiver of liability will be suspended from competition for one year.
- 1.5 Parents of Minor Participants: - You are responsible for your child’s safety and actions. Please make sure that you read and understand ALL waivers and disclaimers **WHEN YOU SIGN IN AND ENTER THE RACE TRACK GROUNDS** and that you thoroughly explain them to your child so they also understand.
- 1.6 **REGISTRATION: ALL Drivers MUST COMPLETE a Registration form before being allowed on the track. These Registration forms MUST BE LEGIBLY COMPLETED in full before being allowed in competition. A Track Membership (\$75) is required to participate in the racing program or to collect Championship points. One Driver and two Pit Crew membership cards will be issued with the registration that will provide Driver and two Pit Crew admissions to all Micro Sprint events at Ohsweken Speedway in 2012.**
- 1.7 Weekly driver fee with membership is \$30. Weekly driver fee **WITHOUT** membership is \$35. This must be paid to the registrar at the time of declaring intent to compete upon arrival at the speedway.
- 1.8 Nightly Pit Pass costs of \$5 per person must be paid at the speedway ticket window before entering the pit. All waivers and Minor Releases **MUST** also be completed at that time.

- 1.9 Once heat races have been completed the event will be considered complete and NO RAIN CHECKS will be issued. If extenuating circumstances force cancellation of the program, your pit pass will be honored at and Micro Sprint event for the remainder of the season. NO REFUNDS WILL BE ISSUED AT ANY TIME.
- 1.10 No Alcoholic beverages will be consumed by drivers or their crews at any time prior to or during an event. An open container in your pit WILL result in suspension of the driver / owner/ and kart for one week and forfeiture of ALL POINTS toward the year end point championship. Anyone found to be supplying alcohol to any minor will be permanently suspended.
- 1.11 Use, sale, or distribution of illegal drugs at any time shall be cause for immediate and indefinite suspension. Participation by a team member in this activity will result in forfeiture of ALL POINTS toward the year end point championship.
- 1.12 Rough driving resulting in injury to a competitor or disabling their equipment or verbal and/or physical abuse is inappropriate behaviour will not be tolerated. No further warning will be given. If a driver or team member is deemed to have committed inappropriate behaviour, the team may be disqualified. If disqualification is imposed for the incident, any and all points will be rescinded for the night and a one week suspension will be imposed for the first offence. A subsequent offence will result in suspension for the remainder of the year and all points earned will be stripped.
- 1.12.1-Incidental contact (causing a competitor to “spin out”) may result in penalty being imposed ranging from two positions on the track (imposed by the Starter) to being “Black Flagged” from the event and scored last. If a caution occurs from the incident and contact is deemed purposeful by the Starter, they have the discretion of placing the offending car to the tail and / or giving the victim their running position back.
- 1.12.2 - Position penalties will be addressed at the next caution / red flag period or the end of the race whichever comes first.
- 1.12.3 - Any driver stopping on the race track to protest will be disqualified for the remainder of the evening, scored last in that event, “AND FORFEIT ALL POINTS EARNED FOR THE EVENING”.
- 1.13 As with any racing, the driver is responsible for their race team and their actions (regardless of their age). Any drivers, crewmembers, car owners, family, or friends displaying unsportsmanlike conduct such as fighting with, arguing, or shouting at other teams or officials will result in disqualification for that evening and all points earned for the evening will be forfeited. Striking an official or competitor from another team WILL result in the offender(s) being removed from the speedway, disqualification of the offending team(s) from

- further competition for the evening, forfeiture of all points for that evening, and up to a one year suspension (to be reviewed).
- 1.14 Other penalties may be levied dependant on the severity of the situation.
 - 1.15 The Director of Racing Operations shall be informed of any and all suspensions and have the authority to repeal, reduce, uphold, or lengthen any and all suspensions imposed.
 - 1.16 The driver or a representative must attend the evening drivers meeting or start scratch for their heat race. Roll call may be used at any time.
 - 1.17 **HELMETS MUST BE WORN WITH THE VISOR DOWN** anytime the racecar is in motion.
 - 1.18 **NO TWO WAY RADIO COMMUNICATION (or any other type of electronic communication) IS ALLOWED.** Violation will result in suspension from competition for a period of four (4) race meets and loss of all points accumulated to date.
 - 1.19 You may only race in one division per event at the discretion of the officials. You cannot run for points in more than one division.
 - 1.20 From time to time track packing may be required. **ALL KARTS MUST HELP** to pack the track when called upon.
 - 1.20.1- ALL requested karts that miss packing (for no legitimate reason) will also have two championship points deducted from their accumulated total.
 - 1.20.2- Karts that miss packing (for no legitimate reason) will also have two championship points deducted from their accumulated total.
 - 1.21 Absolutely no spectators, family, owners, or crew members are allowed on the race track at any time. Karts identified with any violators will be suspended for the remainder of the evening, lose any points accumulated for the night, and be suspended for one race meet.
 - 1.22 All drivers and crew members are required to attend all drivers meetings.
 - 1.23 **NO SMOKING IS ALLOWED** IN THE STAGING OR EXIT LANES OR IN A FUELING AREA. **** PLEASE USE COMMON SENSE ****
 - 1.24 Engines may not be started in the pits on karts that have to be push started.
 - 1.24.1 Exceptions – Briggs powered, or starter equipped cars that start in neutral. (*Drive wheels MUST be securely elevated & the vehicle must be pointed towards a secure object such as your truck or trailer*).
 - 1.24.2 Racers require a transponder for scoring purposes; it **MUST** be attached to the rear of the aluminum seat behind the drivers head/neck.
 - 1.24.3 The carburetor and engine may be sealed separately, Tim Ferrell or Dave Chestermen **ONLY** may seal. Two separate seals are permitted, one that seals carburetor or intake only and the other to seal engine.

- 1.24.4 Under no circumstances will anyone speak to the scorer(s) during the program, in the event that you need a question answered or have a concern please speak to another official.**
- 1.24.5 The scoring area (stand) is only for the use of the scorers and officials. Approved by an official media will be permitted on the stand only.**
- 1.24.6 Under no circumstances will photos be used on any form of advertising or social media unless affiliated directly with Ohsweken Speedway AND approved by race director.**
- 1.24.7 All members and spectators will sign in at the pit gate entrance before proceeding to the pit area.**
- 1.24.8 Unless a MINOR WAIVER is signed by parents or legal guardians you are NOT permitted behind the wheel of any kart on the track. Insurance dictates this rule, there will be NO exceptions. Failure to do so will result in suspension.**

2.0 – ALTERNATES AND SUBSTITUTES

- 2.1 Borrowing a kart is permitted.**
 - 2.1.1 At registration notify official of any alternates and substitutes. Failure to do so will result in 0 points for the event.**
 - 2.1.2 Drivers MUST start scratch in a borrowed kart.**
 - 2.1.3 No borrowing will be allowed after the green flag has been displayed.**
 - 2.1.4 Once a kart has been borrowed, the driver may not return to his original kart during the remainder of the night's events.**
- 2.2 Substitute drivers are only permitted to compete two times per season. Substitute drivers experience and ability MUST be compatible to the class and at the starter and/or official's discretion.**
- 2.3 Points will be awarded to registered drivers only; not the kart.**
- 2.4 Two drivers may share a kart for a season and earn points as a single entry provided they both register initially as a team kart with dual drivers.**
 - 2.4.1 Either driver may qualify and compete for the team.
(REFER TO ITEMS 5.2 and 5.3)**

3.0 – RACING

Race vehicles MUST be pushed to the staging area with the engines OFF.

- 3.1 After drivers have been called to line up for a race, all drivers must be ready and in their proper line up in the staging area or will start at the tail.**
 - 3.1.1 Rows will move straight up to fill voids in the scheduled line up caused by cars scratching or failing to show.**
 - 3.1.2 If belts come loose prior to an initial green flag, driver must stop by an official to buckle up and will not be penalized.**

- 3.1.3 If they come loose during a race, driver must stop by an official to buckle up and restart at the tail and you will be charged with a yellow flag.
- 3.2 Karts may ONLY re-enter the race UNDER CAUTION WITH THE APPROVAL OF THE STARTER.
 - 3.2.1 If a kart has a MINOR PROBLEM on the race track that an OFFICIAL can easily fix, the kart may remain on the track if within its yellow flag penalty limit however, it will have to restart at the rear of the field.
 - 3.2.2 Karts that stall during a yellow may be restarted by an OFFICIAL once without penalty. If it stalls again the kart must line up at the rear of the field and will be charged with a yellow.
 - 3.2.3 During a yellow or red flag period, no work is allowed on any car ON THE TRACK by any TEAM MEMBER DURING ANY RACE or the car will be disqualified.
- 3.3 KARTS THAT ENTER THE PIT DURING “A” MAIN ACTION MAY RE-ENTER THE RACE TRACK IF:
 - 3.3.1 The track is under a yellow flag condition;
- 3.4 All flags must be obeyed. Failure to obey any flag will result in disqualification from that event and the driver will be scored last.
 - 3.4.1 Disobeying flags repeatedly may result in suspension being imposed by the Director of Racing Operations.
 - 3.4.2 **GREEN FLAG:** The entire track is open for racing. Passing is not permitted before the green flag is displayed except to correct line up.
 - 3.4.3 **YELLOW FLAG:**
 - 3.4.3.1 The track flag person will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.
 - 3.4.3.2 Slow down as quickly and safely as possible when the yellow flag is displayed. **WE DO NOT RACE TO THE YELLOW!**
 - 3.4.3.3 – Any kart racing through the area where the yellow was displayed for will be placed at the back of the field or disqualified from that event and scored last if deemed to be a serious enough violation by the Starter.
 - 3.4.3.4 All karts must maintain their position when the yellow flag is displayed and form a single file line, running at parade speed.
 - 3.4.3.5 Spinning your tires or accelerating to clean out your motors may result in disqualification from that event and being scored last.
 - 3.4.3.6 The lap where the yellow flag appears does not count. Scoring will revert back to the last completed green flag lap. A completed lap is determined by the race leaders position on the track (lap is completed once the leader has passed the start/finish line).
 - 3.4.3.7 All karts that have passed the start/finish line will be scored in that order. All others will be placed in order of the last completed lap. Karts involved in the yellow will be placed behind all other karts.
 - 3.4.3.8 All karts that stop on the race track or spin bringing out a yellow will go to the rear of the field for the restart.

3.4.3.9 **Karts stopping on the race track TWICE during heat races or THREE TIMES during the "B" or "A" Main causing and/or being involved in an incident where a yellow or red flag needs to be displayed will be disqualified from that race.**

3.4.4 **RED FLAG: DO NOT PASS THE CRASH SITE.** Move to the top side of the track and stop as quickly as safely possible.

THE TRACK IS CLOSED AT ALL TIMES TO PARENTS AND CREWS. KARTS WILL BE DISQUALIFIED AND SCORED LAST IF ANY PARENT OR CREW MEMBERS ENTERS THE RACING SURFACE AT ANY TIME WITHOUT PERMISSION OF AN OFFICIAL AND A ONE WEEK SUSPENSION WILL BE IMPOSED.

3.4.4.1 Any karts that have crossed the start/finish line will line up for the restart in order. All other karts will line up as they were scored the previous lap with cars involved in the stoppage restarting at the rear of the field.

3.4.4.2 **During "B" & "A" Main action, Any car wishing to make repairs may advance to the PIT prior to the yellow flag being displayed provided they DO NOT have to go through the accident scene and then only after they are given permission to do so by an OFFICIAL and ONLY at their discretion.**

3.4.4.3 Violation of red flag procedures will result in disqualification for the evening and FORFEITURE OF ANY POINTS EARNED.

3.4.5 **BLACK FLAG:** If the Black Flag is waved for you it means you are disqualified from that race and must return to the pit immediately (*or infield clear of the racing surface*). Scoring will stop for you. Failure to leave the track will result in being scored last in the event, disqualification from all remaining races for the evening, and all points earned for that evening will be forfeited.

3.4.6 **WHITE FLAG: ONE LAP TO THE FINISH** – Once the white flag has been taken by the leader, the race will end when the leader next crosses the start/finish line.

3.4.7 **CHECKER FLAG:** Once the leader has taken the checker flag the race is officially over. If a yellow or red flag occurs before all karts have crossed the start/finish line, scoring will be as follows.

3.4.7.1 All karts taking the checker flag before the yellow/red condition will be scored in that order.

3.4.7.2 Remaining cars running will be scored per the previous lap running order.

3.4.7.3 Involved karts will be scored behind all karts still running.

3.5 **STARTS: Initial starts will be DOUBLE FILE at the cone at the exit of turn four for all karts.** Pole sitter sets a moderate steady pace. **Race starts when the front row reaches the cone and the starter displays the GREEN flag. ALL karts must be in a tight nose to tail formation when and in their original starting line up position.**

- 3.5.1 A yellow flag will be displayed for EITHER kart on the front row out of formation and deemed "passing before the start of the race". BOTH KARTS will be charged with a yellow and moved back one row for the double file restart.
- 3.5.2 All other karts in rows two and beyond will be charged with a jump start if they: Are out of line, leave an excessive amount of room between themselves and the kart directly ahead of them, pass before the start of the race.
- 3.5.2.1 No yellow flag will be displayed for these violations occurring in row two and further back. Two positions per kart passed penalty will be assessed at the first caution (or red flag period) or if neither instance occurs the penalty will be assessed at the conclusion of the race.

"NO FURTHER WARNING WILL BE GIVEN FOR FALSE STARTS"

- 3.5.3 All starts MUST be sportsmanlike. Brake checking; letting off on the throttle; hitting the kart in front of you; or any other unsportsmanlike behaviour will not be tolerated. Penalty ranging up to disqualification may be imposed.
- 3.6 Re-Starts:
- 3.6.1 First lap restarts; inside or outside row will move straight up to fill a void for a missing kart.
- 3.6.2 Double file restart up to half way through the race UNLESS starter or official declares otherwise
- 3.6.2.1 -All karts must form a single line, nose to tail and maintain parade speed.
- 3.6.2.2 -Officials will correct the line-up when received from the scorers.
- 3.6.2.3 - Lapped cars WILL be inserted in their actual running positions behind all unlapped cars in all races.
- 3.6.2.4 - Once ALL lapped cars are in their running order position in the line-up, the field will speed up to a medium pace to prepare to resume racing.
- 3.6.2.5 - No passing until the starter displays the GREEN flag and you reach the cone. Any kart in violation will be charged with one position per kart passed. These penalties will be assessed at the next yellow or red at the end of the race if further slowdown does not occur.
- 3.6.2.6 - Karts lagging back on restarts may be penalized.
- 3.6.2.7 -If the lineup is not satisfactory to the starter the green flag will be displayed followed by the yellow to reline and try again.
- 3.7 A yellow flag will be displayed for any debris deemed to be in the racing groove and a danger to the competitors. Any car that can be identified as causing a yellow flag for depositing the debris will be charged with the yellow and placed at the tail of the field.
- 3.8 Karts that leave the racing surface other than by way of the exit in turn #4 will not be allowed to return to competition for the remainder of that event.

- 3.9 **Work Area: In “A” Main competition only – NO WORK may be done on any kart in any area other than the staging area if the car is to remain eligible to return to the race.**
- 3.9.1 Any car performing work for any reason will start at the tail.
- 3.9.2 NO KARTS MAY RETURN TO THE TRACK DURING HEAT RACES *unless under caution.*
- 3.9.3 **NO COURTESY TIME WILL BE EXTENDED TO ANY KART TO PERFORM REPAIRS during a heat race.**
- 3.9.4 Karts stopped for a Safety Check or a Raceceiver Check by an Official while under yellow or red flag conditions will keep their running position for the restart one time.
- 3.10 Any kart that spins or drives off the racing surface **MUST** slow and use caution when re-entering the racing surface. Failure to do so **MAY** be cause for disqualification from that event.
- 3.11 Karts must cross the start / finish line to be scored. Karts that do not will be scored by laps completed.
- 3.12 Any kart that takes attempts to take the initial green flag and cannot will be credited as starting the race and scored accordingly, even though they may not have completed a lap.
- 3.13 A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the finish posted in the same manner as yellow or red flag realignment. Any karts causing the yellow or red flag to be displayed will be put to the rear of the line-up of official finish as would appear for a restart.
- 3.14 One lap over half-way through the “A” Main shall constitute a complete race in the event that a stoppage is required. If the race is stopped and ruled complete, the finishing positions will be paid in the same manner as a yellow flag or red flag realignment. Any cars causing the stoppage will be put to the rear of the line-up of official finish as appears for a restart. In the event of weather causing the stoppage, the pay off will be made according to the last scored lap by the leader previous to the red flag.
- 3.15 After the checkered flag, all karts will take a cool down lap and **MUST** be slowed down when they exit turn four.
- 3.16 Exit at turn four in single file. Do not pass any karts while exiting the race track.
- 3.17 All karts must proceed to the pits from the exit at a **SAFE** pit speed.

4. RACING FORMAT & LINE UPS

The intent of our system is to provide a fair and consistent way of assigning heat and feature event starting positions.

With that as the guiding principle, Ohsweken Speedway will make every effort to apply these guidelines as fairly and impartially as possible. As we are all human, mistakes can and will be made occasionally. If brought to our attention in a timely and considerate manner, every attempt will be made to correct the mistake before the race takes to the track. Ohsweken Speedway reserves the right to change qualifying procedures or event schedule if weather warrants such a change.

THIS SYSTEM WILL BE UTILIZED FOR ALL POINT PAYING EVENTS FOR THE ALL MICRO SPRINT DIVISIONS IN 2015

CLASSES NOT HAVING A MINIMUM OF FIVE (5) KARTS MAY BE COMBINED WITH ANOTHER CLASS AT THE DISCRETION OF THE DIRECTOR OF RACING OPERATIONS OR HIS DESIGNATE.

4.1 - RACE LINE UP PROCEDURE

4.1.1 OPENING NIGHT: - All drivers will draw for heat race starting positions. Drivers who qualify through the heat race will redraw for Feature starting positions.

Feature Redraw will include:

4.1.2 For the first night of racing the drivers will do a pin pull to determine start order for the first heat race. A full inversion of the pin pull will be the starting order for heat race two. A second pin pull will determine start order for the feature race.

4.1.3 For the following race nights, a full inversion of the previous race night finishes will be the starting order (race by race) of a driver is missing the prior week, they will start tail. If there is a substitute driver, that driver will also start tail

4.1.4 - New drivers will start scratch for all races during their first appearance in competition and will require approval by the Director of Racing Operations OR his designate before being allowed to enter the competition rotation.

4.2 - RACE DISTANCES:

4.2.1 All HEAT races for BEGINNERS will be 8 laps. All heat races for JUNIORS, SENIORS AND OPEN divisions will be 10 laps.

4.2.2 All "B" Mains will be 10 laps.

4.2.3 All regular race night "A" Mains (feature) for BEGINNERS will be 12 laps. All regular race night "A" Mains (feature) for JUNIORS, SENIORS AND OPENS

- will be 20 laps.
- 4.2.4 ANY RACE MAY BE SHORTENED AT ANY TIME BY THE STARTER, DIRECTOR OF RACING OPERATIONS, OR HIS DESIGNATE DUE TO EXTENUATING CIRCUMSTANCES SUCH AS EXCESSIVE TIME DUE TO MULTIPLE STOPPAGES, ETC.
 - 4.2.5 Mid-Season; Mid-Summer Nationals "A" Main distances will be 25 laps.
 - 4.2.6 Season Championship night will have 30 laps "A" Mains.
 - 4.2.7 Heat race distances on nights where the "A" Mains are extra distance events will be 8 laps.

5. POINTS

The championship Point System is designed to reward loyalty and consistency to the drivers and teams who support Ohsweken Speedway on a regular basis. Anyone wishing to collect Championship Points must be a member in good standing of Ohsweken Speedway.

- 5.1 **REGISTRATION:** - ALL Drivers MUST COMPLETE a Registration form before being allowed on the track. These Registration forms MUST BE LEGIBLY COMPLETED in full before being allowed in competition. A Track Membership (\$75) is required to participate in the racing program or to collect Championship points. One Driver and one owners membership cards will be issued with the registration that will provide free admission to all Micro Sprint events at Ohsweken Speedway in 2012.
- 5.2 **TEAM "co-DRIVERS":** - Points will be awarded to any registered Team as follows;
 - 5.2.1 Teams who wish to utilize more than one driver during the season must declare when registering the kart for the season.
 - 5.2.2 All drivers on the "Team" must be registered members of Ohsweken Speedway.
 - 5.2.3 Points won will be awarded for each point event regardless of which member driver competes.
- 5.3 **Driver / Kart Substitution:** - From time to time mechanical problems or crashes occur in preliminary events that are not repairable during the racing program. Drivers of disabled karts may seek a replacement ride or be offered another competitors kart to compete further in the evening. This practice is permitted with the following conditions:
 - 5.3.1 Further qualifying races are scheduled to be run; or – a position remains open in the "A" Main starting field.
 - 5.3.2 The original driver must officially withdraw from the evening's competition by informing the Pit Registrar. All points earned by the original driver will be credited to his / her total.
 - 5.3.3 The replacement driver must officially scratch their original car with the Pit Registrar and declare their intentions to compete in the substitute car with

the same person. All points earned by the replacement driver will be credited to their total.

Once these conditions are determined to exist, the Pit Steward will schedule the car with the substitute driver in the qualifying race of "A" Main event and place them in the scratch position.

If the kart and substitute driver qualify for further competition, they will relinquish their qualified position earned in the qualifying race and be placed scratch in the field for any further starts that evening.

Drivers will not be permitted to start the "A" Main event by replacing another driver in a previously qualified kart unless the above conditions are met (i.e. - if more than 16 karts are present the substitute must qualify through the heat or "B" Main and start scratch in the "A" Main or if less than 16 karts are present, the substitute may start the "A" Main in scratch position).

- 5.4 **SHOW POINTS:** - Will be awarded to any registered Driver as follows;
- 5.4.1 **25** show points will be awarded after taking a green flag to all member drivers **SIGNED IN** with a kart race ready for a regular scheduled point program.
- 5.5 **CHAMPIONSHIP POINTS:** - Championship points will be awarded to member drivers per the following scale.
- 5.5.1 Heat race points will be awarded to each member participant in each heat. (20 points for 1st; 18 points for 2nd; 17 points for 3rd; and so on back).
- 5.5.2 No Points will be awarded to any member driver who is scheduled for any race and fails to start.
- 5.5.3 Feature race points will be awarded to each member participant in each heat (35 points for 1st, 32 points for 2nd, 30 points for 3rd, 29 points for 4th, 28 points for 5th, and so on back.
- 5.5.4 Any trophy races will NOT count as points for championships.

The season championship event will be held on September 10th 2015.

**2015 MICRO SPRINT
GENERAL KART REQUIREMENTS**

READ CAREFULLY

REMEMBER – KEEP IT IN COMPLIANCE AND HAVE FUN!

In the spirit of equalizing competition, adjustments may be made as becomes necessary.

6.0 – ALL KARTS

- 6.1 Frames must be of kart configuration.
 - 6.1.1 Not to exceed 90 inches in overall length. *(NO EXCEPTIONS)*
 - 6.1.2 Not to exceed 350 pounds including a full tank of gas.
 - 6.1.3 Uppermost part of kart and wing not to exceed 81 inches.

- 6.2 Tires must be approved race tires only.
 - 6.2.1 Wheels not to exceed 6 inches in diameter,
 - 6.2.2 Four tires and wheels are required in traditional locations.
 - 6.2.3 No axle protrusion is allowed beyond any wheel rim.
 - 6.2.4 No axle slipper devices, drive axle must remain solid to drive both rear wheels.

- 6.3 No Suspension.

- 6.4 Cages are Mandatory.
 - 6.4.1 Minimum standard for roll cage (tubing thickness) in ALL classes is 7/8 inch (0.063 chrome-moly) or 1 inch (0.083 steel).
 - 6.4.2 ALL vertical cage bars MUST be connected by a horizontal bar at front and rear of the uppermost part of the cage.
 - 6.4.3 Halos are highly recommended.
 - 6.4.4 The roll cage MUST be securely fastened with a safety chain or Grade 5 Bolts (or better) in at least 4 spots.
 - 6.4.5 The driver's body MUST be completely inside the roll cage.
 - 6.4.6 The roll cage height MUST produce a minimum 2 inch clearance above the driver's helmet and the bottom plane of the lowest point of the upper roll bar.
 - 6.4.7 Door bars are required. An opening door bar MUST hinge from the front.
 - 6.4.8 Left side protection is recommended.

- 6.5 No bars (including nerf bars) shall extend out past the outer edge of tires on either side of the kart.
 - 6.5.1 All nerf bars and bumpers must be on and securely fastened for any kart to compete.
 - 6.5.2 No front end "cow catchers" allowed.
 - 6.5.3 NO TITANIUM or OTHER EXOTIC MATERIALS ALLOWED ON ANY KART.

- 6.6 Wing side boards MUST NOT protrude to a distance not to exceed 3 inches from the outer most edge of the kart.
 - 6.6.1 Maximum overall wing length not to exceed 48 inches.
 - 6.6.2 Minimum center section of 32 inches x 32 inches.
 - 6.6.3 32 inches x 12 inches minimum wing side panels.
 - 6.6.4 No sharp edges or exposed bolts allowed on wings.
 - 6.6.5 Remote wing adjusters are allowed.
 - 6.6.6 NO nose wings.

- 6.6.7 Karts are not allowed to compete without a top wing or side boards unless involved or damaged in a wreck in that evenings events. Hood and tail piece are also mandatory in all classes.
- 6.7 Bodies can be fiberglass; aluminum; or lexan.
 - 6.7.1 **NO SHARP EDGES or PROTRUDING PARTS** on any part of the kart.
- 6.8 All karts must display numbers on both the right and left side of the wing.
 - 6.8.1 Numbers **MUST** is a minimum of 12 inches in height.
 - 6.8.2 A number of equal sizes are recommended on the center section of the wing.
 - 6.8.3 There must be a number at least 6 inches high visible from the right front and rear of the kart.
 - 6.8.4 All numbers must be displayed on contrasting background.
 - 6.8.5 Duplicate numbers should be avoided in all classes.
 - 6.8.6 Karts with numbers that are smaller or difficult to read may not be scored.
- 6.9 All karts **MUST** have a floor pan extending from the front of the seat to the pedals.
 - 6.9.1 The floor pan **MUST** be a minimum 0.090 thick aluminum.
 - 6.9.2 The floor pan **MUST** be attached with bolts.
- 6.10 No part of the kart may obscure the driver's vision.
- 6.11 All karts **MUST** have a solid rear axle.
 - 6.11.1 No ratcheting hubs or other mechanical means of unlocking one wheel on the rear axle is allowed.
- 6.12 All exhaust system components **MUST** be contained inside the profile of the kart.
- 6.13 All add on weight **MUST** be painted white with the kart number clearly visible in a contrasting color.
 - 6.13.1 All added weight **MUST** be securely bolted to the chassis or seat of the kart using bolts or U-bolts with lock washers or locking nuts.
 - 6.13.2 Any kart losing a weight during a race will be scored last in that event.
- 6.14 All karts **MUST** have a rear hydraulic brake in good working condition.
- 6.15 Make sure that carburetor jetting and your fuel mixture is correct to avoid excessive smoking from the exhaust.
 - 6.15.1 – Excessive smoking may result in a black flag.
- 6.16 All karts **MUST** have a **MANDATORY** “Kill Switch” within the drivers reach.
 - 6.16.1 All karts **MUST** also have a 6 inch nylon tie wrap attached to a spark plug wire.
- 6.17 Recommend installing fuel tank inside the cage.

6.17.1 If the tank is outboard mounted, the fuel tanks MUST have metal protection (particularly in the fuel petcock area).

6.17.2 Fuel tank vent lines MUST have a check valve.

6.18 Fuel line MUST be petroleum grade quality.

6.18.1 – Fuel line MUST have ample slack for cage movement.

6.18.2 – Fuel line MUST not be run above the exhaust system.

6.18.3 – Fuel line cannot be located closer than 2 inches from any exhaust system component without additional protection at any time.

6.18.4 Pump gas ONLY with stabilizer, NO alcohol and NO additives except the open class

6.19 Chain guards are MANDATORY.

6.19.1-If you do not have a chain guard – you will NOT race.

6.20 Aluminum HIGH BACK seats are MANDATORY.

6.20.1 - The seat MUST be securely mounted to the frame.

6.20.2 - The seat should not contain excessive holes

6.21 ALL karts MUST have an approved five point racing seat belts.

6.21.1 – Shoulder belts MUST be mounted so as to restrict both upper and forward motion independently of the seat.

6.21.2 – Lap seat belts MUST be mounted to the frame or a seat belt loop manufactured into the frame and remain independent from the seat.

6.21.3 – Cut, frayed or damaged seat belts WILL NOT be allowed.

6.21.4 – THIS ENTIRE RULE WILL BE STRONGLY ENFORCED.

6.22 The following driver's equipment is MANDATORY anytime the driver is in the kart with the engine running.

6.22.1 – A minimum SFI-1 Racing Suit; gloves; arm restraints;

6.22.2 – Arm restraints MUST be attached to the lap belt or steering column and worn below the elbows. HANDS ARE NOT TO BE ABLE TO EXTEND OUTSIDE THE ROLL CAGE.

6.22.3 – A SFI-1 neck restraint is Mandatory if a HANS device is not utilized. If a HANS device is being used, then the neck restraint becomes optional although it remains highly recommended.

6.22.4 – SFI approved drivers shoes are recommended.

6.23 Helmets are MANDATORY anytime the kart is in motion.

6.23.1 – Minimum Helmet requirements are DOT; SFI; or SNELL approved equipment.

6.23.2 – The manufactures sanctioning body stickers (DOT/SFI/SNELL) MUST remain on the helmet and the helmet MUST be deemed to be in EXCELLENT condition. PLEASE BUY THE BEST HELMET YOU CAN AFFORD.

6.23.3 – The helmet MUST fit the drivers head properly.

6.23.4 – Helmet restraint systems such as the HANS or LEATT devices are HIGHLY RECOMMENDED.

ALL karts will be required to have in their pits a fire extinguisher capable of extinguishing gas and oil fires. This is to be visible to officials and all crewmembers. All crewmembers must be made aware of its location, and knowledgeable in the use of the fire extinguisher.

EXPECT RANDOM INSPECTIONS AT ANY TIME. SEALS and BORE & STROKE WILL BE CHECKED SEVERAL TIMES DURING THE SEASON. – BE PREPARED TO DISASSEMBLE OR REMOVE YOUR ENGINE FOR INSPECTION.

7 – TECHNICAL INSPECTION

- 7.1 All karts are subject to inspection by Ohsweken Speedway officials at any time and in any manner determined by track officials. All decisions regarding the timing and manner of the inspections, as well as which karts will be inspected, are final.
- 7.2 Ohsweken Speedway reserves the right to confiscate any non-conforming components at any time as deemed necessary.
- 7.3 If a kart does not meet our rules it will not be able to compete. **No exceptions.**
- 7.4 Ohsweken Speedway reserves the right to impound any kart for any reason at any time.
- 7.5 Any participant (team) who refuses to allow tech officials to inspect their kart at any time or follow inspection directions and procedures will be subject to the following:
- * Immediate disqualification from the event.
 - * Loss of points for that event.
- 7.6 Participants found to be non-conforming and disqualified during technical inspection shall be subject to the following:
- * Immediate disqualification from the event.
 - * Loss of points for that event. (**Show up Points will be awarded**)
- * A second infraction for deemed non-conforming or technical issues will result in the following:**
- * Disqualification from the event.
 - * Loss of points for that event.
 - * TOTAL LOSS of ALL ACCUMULATED POINTS to DATE.
- 7.7 **Cars (with Driver) must enter the tech area as instructed by inspectors. Drivers must move their kart onto scales or be assisted by track officials only if needed**

- 7.8 **The team is responsible for preparing only the area(s) of the kart for inspection as requested by the HEAD TECH OFFICIAL in a timely manner**

8 – SCALING

- 8.1 2% discrepancy will be allowed to the minimum weight for the first race of the season. There will be NO allowance after that.
- 8.2 In the event of a scale failure / malfunction; any questionable kart may be impounded at the discretion of the Director of Racing Operations or his designate

9 PROTEST

- 9.1 Any Driver or Owner may protest an engine in their class.
- 9.2 Fee is \$250 CASH.
- 9.3 Fee MUST be delivered to the Head Technical Inspector along with a written detailed explanation of the item being protested before the start of the “A” Main for the class where the protest is concerning.
- 9.4 The only people allowed to observe the inspection of the protested item at tech will be:
* Owner or Driver (*not both*);
*Tech officials (*up to two*);
*Director of Racing Operations (*or his designate*);
- 9.5 The engine will be impounded at the scales after the “A” Main. If it is a simple procedure the inspection may take place immediately inside the Speedway Tech Barn. If the inspection is deemed to be time prohibitive to take place immediately, the engine will be inspected within 3 business days at a location to be disclosed to the applicable parties.
- 9.6 If the item is found to be in compliance, new gaskets will be purchased for the team in question and the balance of the \$250 will be paid to the Tech Inspector.
- 9.7 If the item is found to be non-conforming it will be confiscated and surrendered to the Director of Racing Operations for filing. The protest fee (minus \$50) will be returned to the protester. The \$50 withheld will be paid to the Tech Inspector. All points accumulated for the night by the team found to be out of compliance will be revoked.
- 9.8 NO PROTESTS WILL BE ALLOWED REGARDING ANY INCIDENTS OR RULINGS CONCERNING CONDUCT OR COMPETITION. ALL DECISIONS OF OFFICIALS ARE FINAL.

10 – CLASSES

10.1 BEGINNERS:

- 10.1.1 - Drivers must be 5 to 10 years of age and approved by the Director of Racing Operations or his designate.**
- 10.1.2 - This class is for new, inexperienced drivers. – The Director of Racing Operations or his designate will determine when it is time to move the driver up.**
- 10.1.3 - ALL engines MUST be teched and sealed.**
- 10.1.4 - Bandit engines MUST utilize stock, unaltered.**
- 10.1.5 - Bandit engines MUST retain stock, unaltered.**
- 10.1.6 - Minimum weight with driver is 260 pounds.**

10.2 JUNIORS:

- 10.2.1 - Drivers must be 7 to 14 years of age. 7 and 8 year olds must have race experience and be approved by the officials. 14 year olds are considered a rookie**
- 10.2.2 – ALL engines MUST be teched and sealed by Tim Ferrell or Dave Chesterman – no exceptions. Any unsealed engines are subject to tear down for compliance. All engines are to remain stock. Absolutely no modifications of any kind allowed. Engines must be Subaru Ex 27.**
- 10.2.3 –The size of the main jet in the carburetor is optional. No Modifying jets allowed.**
- 10.2.4 - The air cleaner type and mounting MUST BE STOCK and approved by tech**
- 10.2.5 – Header must be pre 2015 style and an approved muffler is mandatory.**
- 10.2.6 – Fuel tank location is optional but must be approved by tech. Out board mounted tanks must have metal protection. Floor mounted tanks with fuel pumps are allowed.**
- 10.2.7 – Minimum weight with driver is 270 pounds.**

10.3 SENIORS:

- 10.3.1 - Drivers must be 10 -12 years of age, MUST have race experience and be approved by officials**
- 10.3.2 – Drivers in this class are required to wear a minimum SFI-1 race suit.**
- 10.3.3 – No front brakes.**
- 10.3.4 - Air cleaner types and adaptors are optional but must be approved by tech.**
- 10.3.5 – Carburetor body MUST be as cast, butterfly or slide carb supplied with motor. Absolutely no modifications allowed to carburetor body. Carb adjustments are allowed. Jets, slide, needle are non-tech items. Length of manifold to carb boot is also non-tech. ALL engines MUST be teched and sealed by Tim Ferrell or Dave Chesterman – no exceptions. Any unsealed engines are subject to tear down for compliance. All engines are to remain stock. Absolutely no modifications of any kind allowed. Engines must be Subaru Ex 27. Only Mikuni 26mm carb or stock carb allowed.**
- 10.3.6 – QRC billet rods are allowed.**
- 10.3.7 – Fuel tank mounting is floor or factory installed locations only.**
- 10.3.8 – No lightening, polishing, or modification of any internal components. NO**

flywheel modifications.

10.3.9 – Minimum weight with driver is 300 pounds.

10.4 **OPEN:**

10.4.1 - Drivers must be 13 years of age minimum with race experience, AND approved by officials.

10.4.2 – Engines MUST be approved 2 or 4 strokes

10.4.3 – MUST have OEM operable clutch. No slipper type / automatic aftermarket clutches.

10.4.4 - Gears may be removed from transmission.

10.4.5 – Kick starter may be removed and plugged.

10.4.6 – No cylinder spacers.

10.4.7 – Porting of cylinder and cases allowed.

10.4.8 – Cylinder head is a non-tech item. Cool heads are permitted.

10.4.9 – Aftermarket reeds / reed cages, intake, and reed spacers are permitted.

10.4.10 – Any dirt bike carburetor is allowed. MUST be readily available to the average consumer. Any modifications are permitted.

10.4.11 – Minimum weight with driver is 450 pounds.

10.5 **250 STOCK:**

10.5.1 - Drivers must have previous race experience and approved by officials

10.5.2 - Must be a 250 four stroke

10.5.3 - Must remain stock example: bore, stroke, compression and ratio

10.5.4 - Aftermarket valves are allowed

10.5.5 - No porting or polishing of any ports or passages

10.5.6 - No carburetor modifications

10.5.7 - Must run stock timing and stock ignition box

10.5.8 - Must run pump gas, UNLESS otherwise stated

10.5.9 - No fuel additives

10.5.10 - Engine to be sealed by Tim Ferrell

11. CHASIS RULES

Beginners and Juniors: Floating cage style chassis are recommended. Productions made chasis's are acceptable if made by a reputable manufacturer eg: SKE, QRC. May use rigid chasis's.

Seniors and Experts: Must be floating style chassis. . Productions made chasis's are acceptable if made by a reputable manufacturer eg: SKE, QRC.

****** ALL VOLUNTEERS AND TRACK STAFF WORKING WITH THIS PROGRAM ARE
REQUIRED TO SUBMIT A CURRENT POLICE CHECK BEFORE
COMMENCEMENT OF THE SEASON.******

SAFETY CHECK LIST:

The following items **MUST PASS** Tech to race:

- **HELMET – Fit / Condition / Date / Rating**
- **ARM RESTRAINTS**
- **HELMET SUPPORT (Must be SFI Rated)**
- **DRIVING SUIT – Condition / SFI Rating**
- **GLOVES – Fireproof**
- **SEAT BELTS – Date / Condition / Fit & Attachment**
- **BRAKES – Condition & Operation**
- **OPERABLE KILL SWITCH – Six inch Zip Tie on Spark Plug Wire**
- **STEERING – Condition / Operation**
- **FRONT AND REAR AXLE CLIPS**
- **FUEL LINE – Condition / Routing**
- **COOLANT LINES – Condition / Routing**
- **PROTRUDING OBJECTS AND SHARP EDGES**
- **NERF BARS AND BUMPERS – Mounting / Condition**
- **MUFFLER – Mounting and Condition**
- **FLOOR PAN – Mounting and Condition**
- **CHAIN GUARD – Condition and effectiveness**
- **CAGE HEIGHT – Minimum of 2 inches Between Top of Helmet and Bottom of Upper Roll Bar with Drivers Belts Tight (HALO)**
- **NUMBERS – Contrasting and Legible**
- **MINORS RELEASE – Notarized Copy of Birth Certificate (if required)**