

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.

Anyone (driver/crew member) involved in a fight will be a LIFETIME ban from the Kartway, ZERO TOLERANCE.

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 enroute 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 helmets designed for competitive motorsports use, that comply with Snell Foundation specifications M2005, SA2005, SA2010, K98, K2005, M2010 or SFI 24.1, 24.1/2005(Youth), 24.1/2010(Youth), 31.1A, 31.2A, 31.1/2005, 31.1/2010, 41.1/2005, 41.1/2010, 41.2a or FIA 8860-2004 or Snell-FIA CMS/CMR2007 or ECE-22.05 or higher are mandatory.) Effective January 1, 2017, cameras may not be mounted on the helmet or any part of the drivers body... all cameras/recorders must be securely mounted on the top of body or frame, and within the confines of the bodywork.
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 recommended 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 . 87 octane pump Gas only for all clone classes.

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. 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.

15. No fairings allowed in junior classes

16. 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

17. 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.

Transponders are MANDATORY for you to receive points in any race. If you do not have a transponder you will not get any points for the night.

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

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 Heat Finishes

DQ's Drop's and Points:

Black Flag- 1st offense – Last Place Points 2nd Offense – Last Place Points

Weight – 1st Offense – Last Place Points 2nd Offense “0” Points

Muffler – 1st Offense – Last Place Points 2nd Offense Last Place Points

Safety Issues – 1st Offense - Last Place Points and need to be re-teched before next race.

Fuel – 1st Offense – Last Place Points 2nd Offense “0” points

Performance Issues (blatant rule infraction) – 1st Offense – “0” points

2nd Offense - 2 WEEK SUSPENSION

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 Must take the initial green flag to enter the race.
9. NO DRIVING KARTS IN PITS.