



This document serves as the Ohio Sprint Series supplement to the National Karting Alliance Sporting Regulations.

Any rule found below supersedes those found in the NKA Regulations.

All competitors are urged to check for updates at <https://www.ohiosprintseries.com/pages/rules-regulations> prior to each event.

Consumable Specifications:

If there is a point during any event day that we lose time on track due to severe weather, a red flag, or any other circumstance, the OSS reserves the right to proceed to Alternate Schedule A and/or B if needed. This will be communicated via the PA system and Discord if necessary.

SPEC FUEL (SINGLE SPEED/2-STROKE) – VP MS98L

SPEC FUEL (4-STROKE) – Provided at the track or a Specific Station will be announced prior to the event.

SPEC OIL - All 2-Stroke Classes (except the OPEN Class)

- ELF HTX 909 or Motul 2T

SPEC TIRES and Carb Slide (when applicable):

206 SPORTSMAN – MOJO (D2) (4.50-5 / 4.5-5) – Red Slide

206 JUNIOR – MOJO (D2) (4.50-5 / 7.10-5) – Yellow Slide

206 SENIOR – MOJO (D2) (4.50-5 / 7.10-5) – Black Adult

206 MASTERS – MOJO (D2) (4.50-5 / 7.10-5) – Black Adult

IAME 60cc MINI – MG SH (RED) (4.60-5 / 4.60-5)

IAME 100cc JUNIOR - MG SH (RED) (4.60-5 / 7.10-5)

IAME 100cc SENIOR - MG SH (RED) (4.60-5 / 7.10-5)

IAME 100cc MASTERS - MG SH (RED) (4.60-5 / 7.10-5)

TILLOTSON 225 JUNIOR – T4 MAXXIS (4.50-5 / 7.10-5)

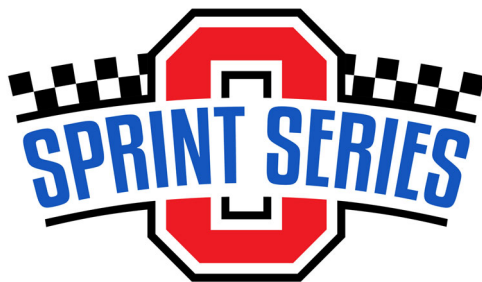
TILLOTSON 225 SENIOR - T4 MAXXIS (4.50-5 / 7.10-5)

TILLOTSON 225 MASTERS – T4 MAXXIS (4.50-5 / 7.10-5)

ROTAX 125 JUNIOR MAX – MOJO (D2) (4.50-5 / 7.10-5)

ROTAX 125 SENIOR MAX – MOJO (D2) (4.50-5 / 7.10-5)

OPEN – OPEN



RAIN TIRES (ALL CATEGORIES) – OPEN RAIN TIRE.

Unlimited Rain sets can be used.

All drivers in each class can present up to two sets of tires matching their classes SPEC tire for the race weekend. They DO NOT need to be new tires, but all competitors can present two sets and run each set as they please throughout the weekend. Beginning with Practice #4 on Friday, each driver must use a scanned set of tires for the remainder of the weekend, including the remaining practices on Friday, warm-up, qualifying, pre-final, and final events on each race day. Any competitor who does not practice on Friday or later in the event must present a minimum of one set of tires at the point of technical inspection for that weekend and must run the scanned tires the remainder of the weekend. All competition tires must be scanned by the OSS prior to the beginning of practice four on Friday if you are practicing on Friday or upon a competitor's arrival and technical inspection if they arrive after the start of Practice 4 on Friday.

Event Communication:

Pre-Event: Prior to an event, please see www.ohiosprintseries.com for all information about our events.

During Event: While we make announcements, the OSS uses Discord, a free app, for all event communications. Please reference the 'Using Discord' document on our website and in your registration packet for detailed information on how to download and use the app.

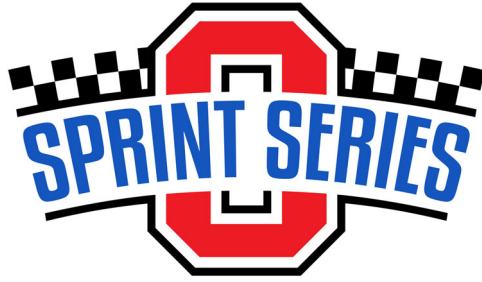
There are four channels that you'll use during your event –

1. #event-announcements
2. #event-documents
3. #event-information
4. #help-desk

The OSS will provide three schedules inside your registration packet. The Schedules are as follows:

1. White – Main Schedule
2. Blue – Alternate Schedule (A)
3. Pink – Alternate Schedule (B)

If there is a point during any event day that we lose time on track due to severe weather, a red flag, or any



other circumstance, the OSS reserves the right to proceed to Alternate Schedule A and/or B if needed. This will be communicated via the PA system and Discord accordingly.

If there is a need to make an announcement, and at events there always is, we'll do it in the event-announcements channel. For PDF images of the Event Schedule, Schedule of Sessions, and some other documents you'll find those in the event-information channel.

Need to ask a question or get some help? Then the help-desk is your go-to. It's fast and monitored by multiple OSS staff members during an event, and your fellow racers also will help as well. A friendly reminder that this isn't the 'opinion-desk', or the 'complaint-desk', and we do reserve the right to issue a penalty based on the use of foul language, attacks, or any unnecessary attack of a competitor, general attendee, official, and/or staff.

Common Forms:

Facility Map: Shows all pertinent information about locations of areas, such as Registration, Tech, Tire/Fuel Retail, Track Entry/Exit, Scales, etc. Please review prior to the event.

Light Location: OSS utilizes a track safety light and information system. You'll see a form that will show you the locations for lights, the Information Boards, and the Start Light. If we feel we need to revise those locations, we'll update the image and let you know. Later in this document we'll go over all of the lights.

Event Timeline: Shows the times things are open/closed during an event. We work to strictly adhere to this schedule.

Schedule of Sessions: This is the document that shows when you'll be on track. This document is offered as a reasonable approximation of when you can expect to be on track, but OSS reserves the right to modify as necessary. Modifications are posted to the OSS Discord page and will be announced via the PA system. Alternate schedules will be provided in the registration packet and utilized if needed.

Protest Form: The Protest Form can be found with the Penalty Steward or at ohiosprintseries.com

Live Timing:

The OSS uses Alpha Timing to broadcast live scoring. We will also broadcast live timing on Race Monitor and/or Race Hero when applicable. This is not official timing information and is for entertainment purposes only. All official results are posted on



your class Discord page.

Pit Clean Up:

The OSS will provide multiple trash drop zones, including those specifically for tires and empty fuel cans. We put these events on for you and ask you to be considerate of each track location and your area throughout the course of the event. The facilities will all have regular trash pick-up and/or dumpsters. Do your part and toss your trash during the event. When you leave, please throw your tires, fuel cans, and trash in the designated dumpsters.

Event Format:

Each of our race events are progressive, beginning with qualifying and culminating with the Final. Your qualifying time will line you up for the Pre-Final.

Your Pre-Final finish position will determine your starting position for the Final.

You can earn championship points for the Pre-Final and the Final.

Qualifying will consist of 6 'Green Flag' laps where the Pole Position will be determined by the average of each drivers best three "3" laps.

Quiet Grid:

For information about the Quiet Grid, and other helpful information about grid procedures, please see the referenced regulation.

Leaving Your Kart on Track:

If you have a mechanical or stop for whatever reason on track, it is your responsibility to get your kart moved out of the way to a safer location, and then yourself. It is not the responsibility of track staff to do this for you. Obviously younger, smaller drivers are an exception.

Series Decals:

All karts shall display all event or series required decals in the correct positions as required by the event. Decals representing conflicting brands/companies are expressly prohibited.

Competition License:

All competitors are required to have a current OSS Championship Series competition license to participate in any OSS event.

Entry for an Event:

The Legal Entrant must enter an OSS event prior to going on course for any official session of the event. Entry to an OSS event does not guarantee the Legal Entrant any additional benefits, points, or awards, and



may not be used in any protest or appeal. Entering an event implies that the rules and standards have been agreed to by the Legal Entrant. Any entrant must be registered for the event prior to your classes 'Warm Up' on each Race Day.

Technical Inspection Form:

At any OSS event, it is the responsibility of the entrant/driver to maintain all facets of safety for their vehicle, and not the OSS, for all sessions related to the event.

To ensure that the entrant/driver is aware of this responsibility OSS requires the use of the Safety Inspection Form. This form is to be filled out and signed by the entrant and handed in as they enter the grid prior to their first qualifying session for the event weekend. The event officials may do spot checks during an event. It is acceptable for an OSS event to require a pre-tech inspection as opposed to the Technical Inspection Form and is at the discretion of the event officials. All competition tires must be claimed on the technical inspection form and match the barcode numbers in the OSS tire scanning system.

Technical Compliance:

For all OSS event sessions, drivers are required to meet all technical requirements as outlined in the regulations (including safety tech standards, tire manufacturer and compound, registered kart numbers, engine compliance, etc). Note: Transponders are required by Friday Practice 4. Failure to meet these requirements may result in removal from course.

Driver Suits:

Driving suits of one-piece design made of abrasion resistant material are required. Nomex and similar materials are not permitted.

Restarting of Karts:

Restarting a kart during green conditions is allowed but is the sole responsibility of the driver. If an official is required to assist, the driver will be removed from the course immediately. If the driver is unable to restart, it is the sole responsibility of the driver to remove the kart from the course to a safe location. Failure to comply shall result in a penalty. Special consideration will be given to drivers in 206 Cadet, and any MICRO/MINI classes. All drivers in Junior categories and above will be responsible for restarting on their own.

Event Format

Each OSS event will have the following format: General Practice, Official Practice, Qualifying, Pre-final, and Final. Beginning with the 2023 season, all racing sessions will be determined by time and not laps. The exact



duration of each session will be as follows.

Qualifying – 3 Green Flag Laps

Pre Final - 10min + 2 laps Final - 14min +

2 laps

At the point a category exceeds 36 entries, the category is to be split into A and B groups as determined by qualifying position (odd = A, even = B). A and B will compete in their corresponding group for both Heat Races. Using accrued points, the top 24 drivers from the Heat Races will advance to the A Pre-Final, with all remaining drivers advancing to the B Pre-Final. Drivers who make the A Pre-Final are guaranteed starting positions in the Final. The top 12 finishing drivers in Pre-Final group B will advance directly to the Final, being placed in order of finishing position at the rear of Pre-Final group A (positions 25-36).

Race Drop:

The OSS will count your five best point events to determine championship results out of the six events each season. Event points are determined by all points accrued during an event (qualifying/pre-final/final). An event with a disqualification for an illegal performance modification, use of unauthorized or false parts, or for unsportsmanlike conduct may not be used as a drop. An event with any other general disqualifications may be used as a drop event.

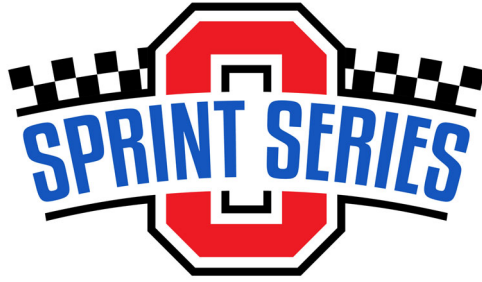
Timing Procedures:

For all official race sessions, the time clock will begin at the start of the race. When the time clock reaches zero (+/- 5 seconds at the discretion of the head flagman) drivers will be shown two to go, followed by white, followed by checkered. In the event of a red flag, time will be paused until the track returns to yellow. Functions of time are a non-protest able event.

Rolling Start Procedures:

Formation Cone: Once a class has left the grid, they can proceed at a reasonable speed until they reach the Formation Cone, typically half-track distance. At the formation cone, it is the responsibility of the pole sitter to bring the field to pace speed and allow the field to properly line up. At any track less than 0.5 miles in length, all Pre-Final and Final events will allow one full warm-up lap prior to the formation for the start.

Commitment Cone: Once the pole sitter reaches the commitment cone, the field is now set. Drivers late leaving the grid, who are attempting to regain their starting position, at this point must halt and line up where they are. This applies only to rolling starts. Once leaders have reached the commitment cone the grid will close. Commitment cone procedures reset in the instance of an aborted start.



Tram Lanes: At all starts (except for a standing start), all drivers are to stay fully within their tram lanes. Once the race has started, racing has begun, and drivers can then move out of the tram lanes. If Tram Lines do not exist, then each lane is expected to be formed directly behind the pole and off pole karts, who will place their karts at 1/4 distance from the inside or outside of the edge of the course.

Rolling Start Zone:

Procedure: The pole sitter shall approach the start zone at a reasonable and maintained pace, roughly 20mph. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones spaced 40-60 feet apart. The pole sitter will start the race anywhere within this defined zone, and the starter will use a light or green flag to signify that the race has started once the leader has started the race. There is no waived start, except with unsafe conditions as determined by the Race Director and/or Head Flagman.

If the leader goes before the first set it shall be considered a jump start and is subject to infraction. If the pole sitter has not accelerated when they have reached the last set of cones the starter shall start the race and begin. No driver may lead the pole sitter out of the start zone. If it is deemed that a driver has led the pole sitter out of the start zone and the race has started it shall be considered a jump start and shall be subject to infraction.

Light Procedure (primary): The red lights will be fully illuminated as the field approaches the Start Zone. When the pole sitter starts the race, the red lights will go out signifying to the field the race has started. If the start is aborted, the red lights will remain on and two orange lights will illuminate.

Flag Procedures (secondary): When the pole sitter starts the race, the head flagman will waive the green signifying to the field the race has started.

Standing Start Procedures:

Drivers will leave the grid, arrive at the start area, and pull into their grid position. The driver is to stay on or behind the grid line for the entirety of the start procedure. When the field is set, the official 'holding' the field will move off course, which indicates the start sequence is beginning. Any movement once the start sequence begins will be a jump start.

Light Procedure (primary): As the field approaches the starting grid, the lights will be off. When the field is properly set and the official 'holding' the field moves off course, four lights will illuminate in a sequential sequence. The race will start when the four lights go off. If the start is fully aborted, the red lights will remain on and two orange lights will illuminate. If the start is partially avoided (to remove a stalled kart once the start sequence has commenced), an official will return to the front of the grid and



the start sequence will run again when that official indicates and leaves the front of the field.

Flag Procedure (secondary): When the field is set, the official 'holding' the field will move off course, which indicates the start is imminent. The flagman will raise their hand indicating roughly 5 seconds to green. At roughly 5 seconds, the starter will waive the flag and the race has begun.

Single File Restart The start zone is to be used as the standard for single file restarts with the field lined up in order, nose to tail. The lead kart will choose the inside or outside tram lane and will use the basic start zone procedure.

Aborting a Standing Start: If a driver(s) stalls their kart, or has any mechanical issue, prior to the start they are to immediately put both arms up in the air. If it is prior to the start sequence the field will be sent for one lap. The driver(s) who stalled will be started once the field has moved and will be restarted in order of position. The stalled driver(s) will take their place at the back of the grid for the start, and their initial grid position will be left open.

If the driver stalls during the start sequence they are to raise both arms signifying the stall to other drivers behind them, with those drivers. This will be a partially aborted start and they will be moved to the side of the course, with the start sequence commencing once they are moved. They may restart following the completion of the start sequence.

Post Race Scale Procedures:

All drivers shall be weighed with their karts immediately after every official session. The post-race scale area is restricted to drivers only. Restricted area infractions may result in penalties for associated driver(s).

Drivers and karts shall be weighed together and must maintain or exceed their minimum weight for more than three seconds. If parts or pieces have come off the kart, they are not to be included in post-session scale procedures. Drivers shall not add any weight to themselves or their karts between the finish of the session and weigh-in.

Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, "zero" the scales, and immediately make a second attempt.

Only a credentialed OSS official may issue a DQ for weight infractions.



Push Back Bumpers (PBB):

The OSS Championship Series requires use of push back bumpers for all single speed two stroke categories. PBB regulations can be found in detail in section **20.2.23** in the NKA Regulations.

NOTE – PBB are NOT required in any 4 stroke class

Rain Regulations:

Rain tires can be from any CIK/FIA certified kart tire manufacturer who has specifically manufactured the tires for use in wet weather conditions. The number of sets of rain tires is not regulated, and they are not required to be new.

It is not the responsibility of the series to have a ready supply of rain tires. Rain tire inventory is at the sole responsibility of the entrant.

It is at the discretion of the competitor to determine the use of dry or wet tires depending on conditions. Once the grid has been released a driver shall not re-enter the pits to make any changes to the kart. The Race Director retains the right to remove a driver whose tire choice may result in a dangerous situation.

The decision to halt an official session due to a change in course conditions (typically dry to wet or vice versa) is solely based on the performance of the preferred tire choice for those conditions.

When a driver chooses to utilize approved rain tires, they are permitted to change the airbox and spark plug to wet weather specifications.

The following minimum widths apply to all conditions (wet weather included):

Section 20.2: Overall Kart Width

All standard full-size karts: 55 1/8" in. maximum, 53" minimum

206/Tillotson OSS: 55 1/8" in. maximum, 51" minimum

Cadet/Mini/Sportsman Chassis: 50 in. maximum, 41" Minimum.

Protests:

If you feel that you have incurred an incorrect penalty, your sole solution is a protest, and you get one per race event so use it wisely. Penalties can and do get overturned for any number of reasons.



The Penalty Steward is your resource for navigating your protest for you. They will have the forms, will accept payment (\$250 cash only), and will manage your protest through its conclusion. The Protest Steward does not call penalties and is not on the track. They are your representatives so please treat them with courtesy and respect as they are working to help you. The Penalty Steward does not rule on a protest.

Note: It is your responsibility to define your case clearly, and with evidence. Camera footage may be allowed if it clearly shows the incident (not the result of the incident).

Do's.

- Share with the Penalty Steward, you feel you had an incorrect penalty called and ask for a protest form.
- Fill out the form clearly and be ready to provide evidence to support your position.
- Have your payment and form ready.
- Come back to the Penalty Steward when he/she reaches out to you regarding your protest.
- Most of the time the Race Director will speak to you, but it is not always an option.

Don'ts.

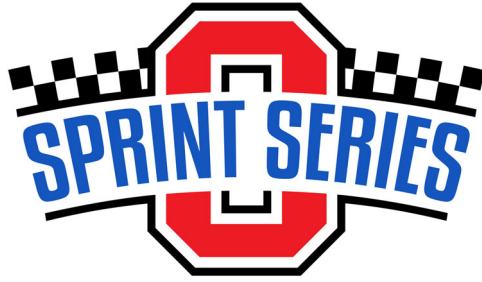
- Run to the Penalty Steward asking about all the details of your penalty, or demanding to know why you received a penalty. He/she does not have that information.
- Ask to talk to the Race Director. The Race Director is actively engaged in directing the race and will only be involved once a protest has been filed.
- Show the Penalty Steward your video, as he/she is not the one that is making a decision.
- Argue about the penalty with the Penalty Steward.

Push Back Bumper Penalty Resolution:

If you receive a PBB penalty, and feel that it is not correct, these are the reasons OSS will accept to consider a reversal. You get one opportunity per race day.

1. You hit an object other than another kart that deployed the PBB.
2. You hit some element of the track (not as part of an incident such as spinning and hitting a barrier) that deployed the PBB.

If you have contact for any reason with another kart and the PBB deploys, it will result in a penalty.



Engine Standards and Fiche's:

OSS observes all IAME USA East engine regulations found at <https://iameusaeast.com/pages/technical>

OSS observes all ROK CUP USA engine regulations found at <https://rokcupusa.com/rules/rok-cup-usa-series/>

OSS observes all ROTAX engine regulations found at <https://www.rotax-kart.com/manuals>

OSS observes all Briggs engine regulations found at <https://www.briggsracing.com/racing-engines/206>

OSS observes all Tillotson engine regulations found at https://tillotson.ie/wp-content/uploads/2021/04/TPP-225RS-USA-Engine-Rules-Fiche_300321_MF.pdf

Rotax and Tillotson – Finals Ticket Qualification Rules

In order to qualify for the T4 Nations Cup Ticket and/or the Rotax US Finals Ticket, the driver must be registered and compete in Rounds 1 – 4.

The Winners will be announced at the conclusion of Round 4.

Track Lights & Track Safety:

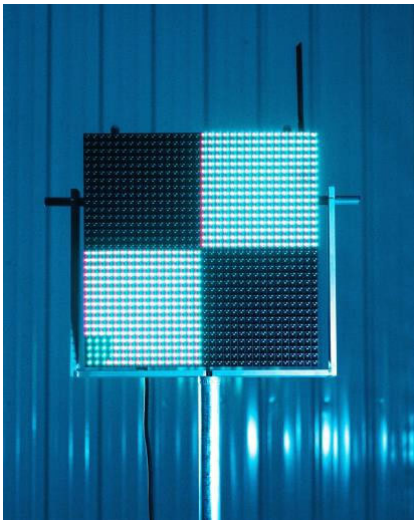
The OSS will use a track safety light system along with two large LED Information Boards and a CIK Start Light to deliver information to you quickly while keeping our track staff out of harm's way. This is our primary source of communication while you are on track, and flags are secondary.



Pixel Track Safety Lights



This is an example of one of six to seven lights that will be placed around the course. It's important during your first session to locate all lights so they become part of your frame of reference. These lights display Green, Yellow, Red, Blue, Course Condition (Red/Yellow stripe). These lights are your first source of information.



Two LED Information Boards will be placed next to each other at the Start/Finish Line. One will display Flag and Penalty commands, while the other will display Time left in the session.

We'll show some examples of what you may see during the event below.

This is the Sportsmanship Flag. It will be displayed along with the kart number(s) of the offending karts. The purpose of this flag is to provide a warning that an action was done, and Race Control wishes you not to continue. Bumping, weaving, no transponder, etc. are usually the reasons you will see this. You do not need to leave the course.

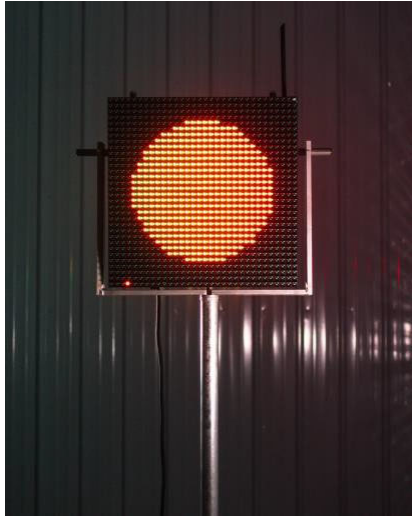


This is the Investigation Notification, indicating you have been involved in a situation that may or may not result in a penalty.



The Black Flag will be displayed with the offending kart number(s) if Race Control has determined the kart must return to the pit area.

If you receive this return to the pit area immediately and wait for instruction from the Scale Marshall.



This flag is the Mechanical Black Flag. This flag, displayed with a kart number, is used to instruct you to leave the course for a mechanical or safety related issue.



This board will show time Remaining

for our session.



Above is an example of what it looks like when a number is shown that will accompany a flag or penalty. The board will display either a single number, or dual numbers. These will alternate between the information and the number every few seconds.

CIK Start Lights:

For 2023 OSS will be using the CIK style of start light. It's very simple and easy.



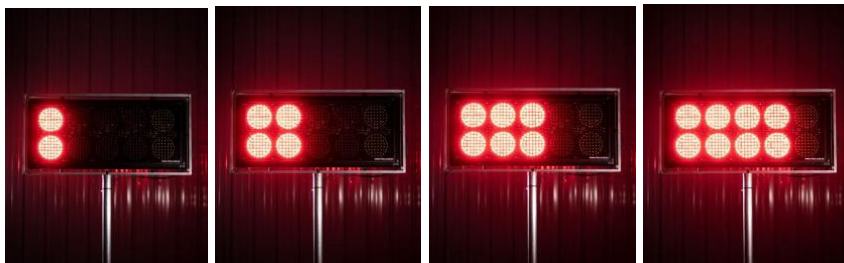
ROLLING STARTS:

As your class comes onto the straight and is heading towards the Start Zone, you'll see the CIK lights are fully on and red.

When the leader starts the race in the Start Zone, this light will turn off signifying the start of the race. This is explicitly a courtesy to notify drivers the race has been started by the leader firing off within the start zone.

STANDING STARTS:

When standing starts approach the grid the lights will be off. When the field is set, you'll be directed to observe the light. The lights will begin to go in sequence from one to 4 lit circles spaced roughly 1 second apart. When the lights go out it's time to launch and grab gears.



ALL STARTS: ABORT

If a start needs to be aborted for any reason, you'll see the following signal (all lights plus two orange discs with the orange lights blinking). Take a lap and come back for another shot.



When an abort happens, the red discs will remain lit, and the orange discs will blink. For an aborted start you'll also see the track lights blinking yellow. In addition, you'll see all flags go to yellow as well as track staff moving onto the course waiving a yellow.