



Original Speedway Park

Track Rules and Regulations

Entering Original Speedway Park is a privilege. Original Speedway Park is private property own by Original 1958 Leesburg Speedway Park Micro Racing Association. The association is managed by a board of directors.

No trespassing or entry on the property without authorization from the owner. Violators shall be prosecuted in accordance with the laws of the State of Florida.

RULE BOOK 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 in coordination with each specific class 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 race director and the board of directors shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion, does 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.*

Original Speedway Park further referred to as OSP, will follow all rules set forth in this document as well as the prescribed individual track division rules with the following amendments, additions, and/or exceptions. OSP and/or its track officials may amend the rules contained in these supplements at any time with prior notification to all competitors either in writing, web page or by virtue of a meeting with all affected competitors.

The General Rules Section applies to each and every racer, mechanic, and/or all pit crew personnel. The Rules and/or Regulations are designed to provide for orderly conduct and safety of racing events. These rules shall govern the conduct of all Original Speedway Park, events and by participating in these events, all participants, guests, race members, and staffs are deemed to have complied with these rules. No express or implied warranty of safety shall result from the publication of, or compliance with these rules and/or regulations. They are intended as a guide for the safe conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The Race Director and it's Board Directors shall be empowered to permit minor deviation from any of the specifications and/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 alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Race Director or Chief Steward.

Original Speedway Park reserves the right to do whatever is necessary to keep all classes competitive, as well as safe. This could be adding more weight to a kart or karts, altering number of laps or changing race procedures. Every racer is expected to participate in every event that is possible for him/her to run. Racers refusing to participate because of his/her disagreement with the track's rules, regulations, or race procedures, shall be subject to a suspension for a period determined by track management.

Definition of Terms

The following terms, which appear periodically throughout these rules, have the following meanings:

1. "OSP" – Original Speedway Park; Original 1958 Leesburg Speedway Park Micro Racing Association.
2. "Competitor" – A driver, kart owner, crew member or other person (other than OSP official) who participates competitively in an OSP racing event. Whenever the words Competitor, Driver, Kart Owner, or Crew Member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, kart owner, or crew member assigned to or a member of the same racing team.

Track Rules

Finality of Interpretation and Application. The interpretation and application of the OSP Rules by the OSP Officials shall be final and non-appealable. In order to promote kart racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them.

ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY OSP OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THE OSP RULES ARE NON-LETIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST OSP OR ANYONE ACTING ON BEHALF OF OSP TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION, UNLESS THE OSP OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR, OR OFFICIAL. IF A COMPETITOR OR OFFICIAL AGREES TO REIMBURSE OSP FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST OSP FOR ANY REASON, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

Principal Rule of Interpretation and Application. The OSP Rules are intended to ensure that OSP events are conducted in a manner that is as fair and safe as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen or are otherwise extraordinary, in which strict application of the OSP Rules may not achieve this goal. In such rare circumstances, OSP Officials, as a practical matter, may make a determination regarding the conduct of the race, the eligibility of a Competitor, or similar matters that is not contemplated by or is inconsistent with the OSP Rules, in order to achieve this goal. All such determinations are subject to the finality rule.

Special Rules Special rules may be made by OSP Officials for an event due to extraordinary conditions and or special events at OSP. Such special rules shall apply to the conduct of that event if they are published or announced prior to the commencement of the event by means of a bulletin, email, newsletters, telephone, fax, or pre-race meeting.

General Rules All drivers must register and complete the appropriate track forms prior to entering the track. If the driver is a minor, a birth certificate and a Parent or Legal Guardian consent form must also be submitted. All drivers must be signed in; meaning, registered and paid for all classes entered, prior to entering the track.

Original Speedway Park will run 2 -10 lap heats and a 15 lap feature. When you sign in for your class, you will draw a pill for the 1st heat line up. The 2nd heat will be a reverse of the 1st drawing. The finishing order of each heat as well as the feature will be assigned points toward the year end point total. Trophies will be awarded in the feature only. The 2 heats are to determine the line up for the feature & give the racers more racing for their money.

Any classes having over 15 entries will be split into 2 groups (A & B).

All lead on kart must be painted white with the kart's number marker on each weight. The lead must be securely bolted to the kart frame or the seat. Lead may NOT be bolted or tied to the kart body work.

Numbers must be displayed on all four sides of the kart. The numbers must be in a contrasting color and be visible for scoring purposes. If the score keeper cannot read your numbers you will not be scored.

No over head spoilers permitted! All karts must have front & rear bumpers. Please see "classes" section of this rule book for additional information. All karts with driver must meet minimum class weight and kart requirements after the heats and feature race or will be disqualified.

The driver should have the following safety equipment: Snell 2005 or higher approved helmet (DOT is NOT legal), an abrasion jacket, racing jacket or nomex suit, closed toed shoes, full pants, gloves and a neck support or brace while on the track at all times! Know all the flags of racing. There is a link from the website to the flags of racing site, visit an official at the track, or review them in this rule book.

Racers are to line up on the starting grid in the order that is posted on the "grid board". Only one person & one driver allowed on the grid with kart. All kart stands must be put in the designated area & not left on the grid. No tools are allowed on the grid with the exception of an air gauge.

If a kart is late or had mechanical difficulties on the grid, a maximum of 2 parade laps will be given; if the kart can not make it on the track during this time, they are ineligible to compete in that race. No hot laps are permitted. Any kart causing three cautions in one race will be asked to leave the track surface for that race.

If the leader is taken out by a lapped kart, the leader may get his/her position back. This is a Race Director call. The flagman and/or race director have the right to single file the field if the race cannot be started after 2 attempts. If the same driver(s) are causing the restarts, the flagman has the right to send the driver(s) to the rear. All positions will be moved forward. If there is an accident or debris on the track, a yellow (caution) flag will be displayed, all drivers must slow down to a pace speed.

Following a caution, all racers should line up in single file so the proper order can be confirmed by the scoring keeper. The restart will be determined by the order of the last completed lap and the racer(s) who brought out the caution will restart in the rear of the field.

The lead kart is responsible for setting a reasonable pace for the field. Restarts will be single file. Anyone caught jumping the start will be either sent to the rear of the field or penalized the number of karts jumped after the race. Once a kart leaves the track and enters the "off ramp" they cannot return to that race. There is no restarting of engines after the first green flag lap has been completed, with the exception of a red flag or an engine that stalls while the line up is being corrected, a race official may restart the kart.

Any racer who does not race in a safe manner, or who is considered by either the flagman or race director to be driving in an inappropriate manner, will be shown the black flag and must exit the race track immediately for that race. If the racer is black flagged for equipment problems, the racer will be given last place points for that race. Aggressive driving will not be tolerated. Anyone who intentionally "takes out" any other racer will be sent to the rear of the field or be black flagged. Disqualifications due to not making weight, being black flagged due to rough driving, intently rear ending other drivers during and/or at the end of the race or technical disqualifications will receive zero (0) points for that race.

In the event of an accident, we realize that family and friends are concerned; however, please do not enter the track until instructed to do so by the track officials. This helps us to prevent another accident from happening and getting the proper medical attention to the racers. Only immediate family will be permitted on the track when the track official signals the "ALL CLEAR".

If you have problems & need to get off the track before the end of practice and/or races, go to the infield if incapable of exiting the track to the pit area. Upon completion of final lap for practice, heat races & features all drivers must slow down and move to the outside of the track and signal by raising your hand before entering the exit ramp. Engines should be turned off prior to entering the scale area.

ABSOLUTELY NO DRIVING KARTS IN THE PITS. Original Speedway Park will no longer be able to allow any scooters, bikes, skate boards, rip sticks, mini motor cycles etc... Please leave all of them at home. **GOLF KARTS & ATV'S ARE TO BE OPERATED BY ADULTS ONLY!!** This applies to any karting event at Speedway Park.

ANY OF THESE ITEMS THAT ARE BROUGHT TO THE TRACK ARE SUBJECT TO BE HELD BY OFFICIALS UNTIL AFTER ALL RACING IS COMPLETED FOR THE NIGHT.

Only adults may be in the infield. In the event a crewmember is needed, that crewmember must be in the infield before the race starts and must remain there until the race is over. Anyone in the infield must start any kart that stalls. In case of a breakdown or stalled kart the driver must get off of the racing surface to the infield.

After the heat & feature races all drivers are to report to the scale area. After the feature the top 3 karts must report to designated tech area immediately after being weighed at the scales.

Original Speedway Park has an open tire rule (no Firestones), except in the Box Stock Lite and Heavy (BSP Clone) classes karts must run Vega Yellow or Maxxis EL tires only.

No knobbies, no sand tires. Slicks only are permitted at OSP. The maximum size of a kart rim is not to be more than 6" wheels. No more than 4 tires any make or size on a kart. The 1/2 inch gear clearance rule will be strictly enforced. Anyone not in compliance will lose his or her points for the race day. The distance from the ground to the lower bar on the rear of the kart must not be greater than 7 1/2 inches. No radio's & no rear view mirrors permitted. All beginners will race in their respective age group class with starting them in the rear. We will work with each of you to ensure all racers safety. All junior classes must have a loop rear bumper. Original Speedway Park originated with a family atmosphere; we strive to provide and promote a family atmosphere where all racers, young & old, can benefit from the racing experience in a safe and positive way. It is everyone's responsibility to exhibit good sportsmanship and promote a safe, fair and open racing environment. No one is allowed to enter the track unless given permission by the race director or official.

Junior Driver Age Restriction:

Age of all junior drivers is based on the age of the child as of January 1st of every year.

Beginner Kids Class - 5 Years old to 7 Years old.

Junior 1 Class - 7 Years old to 10 Years old.

Junior 2 Class – 10 Years old to 12 Years old.

Junior 3 Class – 12 years old to 15 years old.

Adult Classes are for 15 year olds and above.

Protests:

All technical protests must be delivered to the race director in writing. The written protest must include the specific reason for protest, driver who is protesting and driver being protested. This must be completed and in the race director's possession within 15 minutes of the completion of race being protested. The fee to a protest is \$150.00 per protest.

If the protested driver (kart, motor, etc.) is found to be in compliance with all rules, the money will be distributed as follows: \$50 to the track, \$100 to the protested driver (kart, motor, etc.). If the protested driver (kart, motor, etc.) is found NOT to be in compliance with all rules, the money will be distributed as follows: \$50 to the track, \$100 to the protesting driver (kart, motor, etc.). The protesting driver must submit his/her kart, motor, etc. for inspection to the protested driver's kart, motor, etc being inspected. The track reserves the right to tear down any kart at any time.

DISQUALIFICATION PENALTIES DUE TO PROTEST:

1st Offense: Loss of that nights points.

2nd Offense: Loss of that nights points, \$200.00 fine, & two (2) race suspension.

3rd Offense: Loss of all points for the season, \$500.00 fine and disqualification for the remainder of the season.

IN ADDITION TO ANY OF THE OFFENCES, ALL CASH WINNINGS WILL BE FORFEITED! A DRIVER / KART DISQUALIFIED FOR DELIBERATE AND INTENTIONAL CHEATING AS DEFINED BY THE TECH PERSON WILL BE ASSESSED AN ADDITIONAL \$500.00 FINE!!

POINTS:

The kart must start the feature event to receive points for that race. The registered driver of the kart will earn points, no switching of drivers or switching of karts during the night of racing will be permitted, i.e.: the registered driver must race the heats and feature in the same kart, the driver cannot race a kart in the heat and switch to another kart in the feature event. Please discuss any concerns with the Race Director.

The breakdown for points is as follows

HEAT RACES:

10 points awarded per position for each kart in that class. (Example: 7 karts in the class 1st place will receive 70 points, 2nd place will receive 60 points, 3rd place will receive 50 points, 4th place will receive 40 points etc.)

Same points rule applies to the 2nd heat race as the first.

In case of a tie in points in the heat races to determine starting positions for the feature race, the winner of the highest point earner in the 1st heat race will be given the more forward starting position.

FEATURE RACE:

1st place: 200 points plus the number of entries in the class.
(200 + 10 karts in class = 210 points)
2nd place: 175 points plus the # of entries
3rd place: 155 points plus the # of entries
4th place: 140 points plus the # of entries
5th place: 130 points plus the # of entries
6th place: 120 points plus the # of entries
7th place: 110 points plus the # of entries
8th place: 100 points plus the # of entries
9th place: 90 points plus the # of entries
10th place: 80 points plus the # of entries
11th place: 75 points plus the # of entries
12th place: 70 points plus the # of entries
13th place: 65 points plus the # of entries
14th place: 60 points plus the # of entries
15th place: 55 points plus the # of entries

In the event of a tie for year end points, the championship will be broken by the number of feature wins for the season. If there is still a tie, the winner will be determined by the last completed race finish of each competitor.

To be eligible for year end awards you must compete in 13 out of 16 races of the season and be a registered member of Speedway Park.

INJURY REPORTS

Any Competitor involved in an accident while on the racing premises must report to an OSP Official before leaving the premises (if such Competitor is able to make such a report). Any incident reports must be completed within 48 hours of incident.

SAFETY

Kart racing is an inherently dangerous sport. Each competitor assumes that risk when he or she participates in an event. While everyone involved such as kart owners, drivers, crew members, officials, family and OSP-can take and has taken measures to reduce the risk of serious injury, the risk cannot be eliminated and in fact, will always be present at a high level. Competitors are required to advise their spouses and next of kin, if any. Although safety is generally everyone's concern, that responsibility instead rests with the Competitors of the events as follows:

- * The driver should have the following safety equipment: Snell 2005 or higher approved helmet (DOT is NOT legal), an abrasion jacket, racing jacket or nomex race suit, closed toed shoes, full pants, gloves and a neck support or brace while on the track at all times.
- * All competitors are obligated to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the event. Since the competitors are closer to the racing facilities, safety personnel and equipment, and conditions at the track on a continuous basis throughout the event than OSP Officials or the Board of Director, it is their obligation to inspect, observe and report to the Board of Director promptly, any inadequacy in the facilities, personnel, equipment, or conditions at the track.
- * Competitors failing to follow the rules or direction of track officials are subject to penalty.
- * Crews/family must remain in your assigned pit.
- * Competitors also are solely and directly responsible for the safety of their race karts and racing equipment, and are obligated to perform their duties (whether as a kart owner, driver, or crew member) in a manner designated to minimize to the degree possible the risk of injury to themselves and others. **OSP CANNOT OR WILL NOT BE RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE KART, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.**

INSPECTIONS

Time and Manner All karts are subject to inspection by OSP, at any time and in any manner determined by OSP Officials. All decisions by the OSP Officials, regarding the timing and manner of inspection, as well as which karts will be inspected, is final, non-appealable and non-reviewable.

Inspection Area Only those persons approved by OSP Officials may be admitted to the inspection area.

Kart Eligibility. OSP Officials will determine whether a kart meets the applicable specifications for an event as set forth in the Rule Book, as it may be amended from time to time, and any special rules published by OSP for an event. Only karts determined to meet the applicable specifications are eligible to compete in the event.

Competitor Obligations A competitor must take whatever steps requested by an OSP Official, including teardown of the kart, to facilitate inspection of the kart. Competitors refusing to complete technical inspection before or after an event will be subject to disciplinary action. Kart will be required to complete inspection prior to competing in future events.

Inspections All karts must be safety inspected and have an inspection sticker visible before entering the track. Brakes must be in working condition. NO scrub type brakes....PERIOD! Wolf plates MUST be installed and safety wired. WKA mufflers are mandatory. Full loop bumpers for all junior drivers and classes are required.

Inspection Prior to Race If an OSP Official determines prior to the race that the kart does not meet the applicable specifications, the kart will not be allowed to compete unless, in the discretion of the Official, the deficiency (a) will not adversely affect the orderly conduct of the race, (b) cannot be corrected in time for qualifying for the race, (c) will not provide the Competitor with a significant competitive advantage over other Competitors, and (d) is so insubstantial as not to warrant a determination the kart is eligible to race. If the Official permits the kart to compete under these circumstances, the Official will apprise the Competitor of the deficiency, and if the deficiency has not been corrected, the kart will be prohibited from competing in any future event occurring more than 72 hours after issuance of the deficiency notice.

Kart Sealing or Impounding OSP has the right, for inspection purposes to seal or impound karts or parts entered and competing in an event. OSP assumes no responsibility for impounded karts or kart parts.

Post Race Inspection. At an event where the OSP Rule Book, special rules for OSP Officials mandate inspection after the event, no kart that has competed in the event may be taken from the racing premises without permission of an OSP Official. If an OSP Official determines after the race that a kart does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the competitor with a significant competitive advantage over other competitors, the Official in the exercise of his or her sole discretion, may or may not impose a penalty, but will apprise the competitor of the deficiency, and the kart will be prohibited from competing in any future event if the deficiency has not been corrected occurring more than 72 hours after the issuance of the deficiency. Inspection decisions are final, non-appealable and non-reviewable.

Equipment or Parts Failing Inspection OSP has the right to confiscate any part and/or equipment, which fails to meet applicable OSP specifications during an event.

WKA and AKRA Technical Rules Guidelines not listed in the OSP Rule Book for technical and kart rules will be based on current WKA and AKRA rules for teching.

RACE PROCEDURE

Race Procedure Defined Race procedure is the manner in which an event is conducted. It includes, but is not limited to, determinations regarding the eligibility of karts or competition, qualifying procedures, the line-up of karts, the start of the race, the control of karts throughout the race by flags, lights, other direct communication between OSP Officials and Competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of karts at any time, the assessment of lap and time penalties (disqualification, suspension, or fine) except lap and time penalties imposed during a race or immediately after a race. The rules in this section provide the framework for OSP Officials to implement race procedures. In addition to interpreting and applying these rules, OSP Officials are authorized to make such other determinations or take such other action as they determine necessary to promote the best interest of Kart racing, including but not limited to, fairness, safety, and prompt finality of competition results.

- a) OSP standard guidelines will be used. Changes in race procedure will be announced at driver meetings.
- b) If it is determined you have stopped your kart on the track to bring out the caution flag in an effort to benefit your track position or anyone else you will be black flagged and penalized with a full 1-lap penalty.
- c) Rough driving will be dealt with through lap penalties, fines, and/or suspension for the driver, kart owner, and karts (for point's purpose). This may also include loss of points.
- d) If participants are obstructing the view of scorers or other race officials by standing on top of vehicles in the pits, the track reserves the right to restrict the number of people on top of any vehicle.
- e) Double file restarts may be used in all classes.
- f) Drivers may draw for qualifying.

Finality of Race Procedure Decisions All decisions by OSP Officials at the track involving race procedures are final and non-appealable.

Driver Responsibilities All competitors/series must register by completing a current year Driver Information Sheet

The driver shall be the sole spokesman for the kart owner and pit crew in any and all matters pertaining to the event. The driver must inform the OSP Officials of the name of his or her crew chief, who shall have the sole right to represent the driver while the driver is in actual competition or should the driver be incapacitated. At all events, the driver assumes the responsibility for the actions of the pit crew, including any unpaid fines. Unpaid fines for crew members may be deducted from the driver purse or point fund monies.

All drivers must be on time to compete in the events for which they are scheduled. When the first kart is on the starting line, a limit of five minutes may be set during which other drivers must line up. Any driver or kart not ready to compete when called may be sent to the rear of the line in time trials or races, or left out of the remainder of the day's racing, at the discretion of the OSP Officials. It is the driver's responsibility to communicate with track officials.

No changes of driver at any time. Drivers may run more than one class

Race Start

- A. All karts should be on the grid ready to participate when the pace lap starts, and under no circumstances is any kart not in the starting line-up to go on the track or enter the race after the completion of the first green flag lap, except karts which have lined up and started the pace laps.
- B. If a kart drops out of the race before the completion of the first green flag lap, their finishing position will be determined by their starting position in relation to other drivers that do not complete the first green flag lap.
- C. Once the field of karts is lined up and the starter signals the drivers to be ready, preliminary laps may be set at the discretion of OSP Officials. During the preliminary laps, if a kart does not maintain its designated position in the starting field, OSP Officials may reposition the kart at their discretion. The race begins with the green flag. Scoring and official distance begins when the starting flag is displayed.
- D. OSP Officials must authorize all driver changes. In the event a driver change is made before the start of an event, the kart must relinquish its starting position and start at the rear of the field. Points and prize money will be awarded to the starting driver.
- E. Restarts will be nose to tail with no large gaps and no weaving once the field reaches the back gate. The leader may not leave until he passes the first line in turn 4. If he or she does not initiate a start by the second line on the race track, the flagman will start the race. There will be no passing on either side until after the start/finish line. If you drop out of line and advance your position in the act of passing, driver must give the position back by the gate on the back stretch or a stop and go penalty will be assessed. Double file restarts are optional at track's discretion in all classes

RACE HALT or STOP

- A. The OSP Officials will determine whether the race track is in race able condition for that event.
- B. A race may be stopped at the discretion of OSP Officials at any time they determine, in the exercise of their judgment, that the track is not fit for racing.

Race Halt, Adverse Circumstances.

- A. Except as otherwise provided when an event is halted due to rain or adverse circumstances and the track must issue rain checks, prize money shall be paid only to those drivers due money for those events or races completed.
- B. Except as otherwise provided when an event is halted due to rain or adverse circumstances and the track does not issue rain checks, the event may be rescheduled to a mutually agreeable date, or it may be considered complete. The track reserves the right to adjust purse to coincide with actual number of laps completed.

Lap Penalties A lap or time penalty is the act, during a race, of detaining a driver for a certain time or number of laps, whichever is appropriate as determined by the OSP Official. A lap or time penalty may be imposed when the competitor has violated the OSP Rules, a directive from an OSP Official, or a known race procedure. No Competitor shall receive a lap or time penalty after the completion of the event, unless in the closing laps of the race, he or she violates an OSP Rule, a directive from an OSP Official, or a known race procedure, and there are not enough laps or time remaining for the OSP Officials to impose a lap or time penalty. If a post-race lap or time penalty is imposed; a scoring correction reflecting the penalty is permitted prior to posting of official race results.

Parking An OSP Official may direct a Competitor to cease competition, to leave the racing premises, or to bring the kart to the pit area for a specified number of laps, a specified time penalty, or the balance of the race, if it is necessary to do so in order to promote the orderly conduct of the event. Such a directive will be given only in extraordinary circumstances, as determined by the OSP Officials. It will not be deemed or construed to be a disqualification or suspension.

Race Start/Finish Line The start finish line shall be considered to extend from one side of the track to the other, in front of the flag stand.

Official Competition All races will be run until the leader has completed the advertised distance; however, if unforeseen circumstances prevent the completion of the advertised distance, the race will be considered officially complete after the halfway mark has been reached by the leader, provided circumstances make it impractical to continue the race within a reasonable time after it has been stopped. Races stopped after the event's halfway point is considered a full event. The track reserves the right to adjust purse to coincide with actual number of laps completed.

FLAG RULES

General OSP Officials will use flags, as set forth in this section, for the purpose of providing drivers with information. OSP Officials may use light signals in addition to or in lieu of flag signals.

Green Flag (Start of Race) At the beginning of the race, when the starter gives the green flag, karts must maintain position as designated by OSP Officials until they have crossed the starting line. On restarts, all passing will be to the right until after passing the starting line.

Blue Flag with Diagonal Yellow Stripe (Passing Flag) The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the karts being signaled. Karts being given this flag must prepare to yield to overtaking traffic and give 1 full lane to allow safe passage of karts racing for position.

Yellow Flag (Caution)

- A. The yellow flag signifies caution and this flag will be given by the flagman immediately following the occurrence of the cause for caution. When the yellow flag is displayed, all karts, regardless of their location on the track, will slow down and maintain position with respect to other karts. Restart order will be determined by the last green lap scored and karts causing caution incident will line up at the rear of the field. The OSP Officials have complete discretion to determine the positions of the karts at the time the yellow flag was displayed and to reposition the karts in accordance with their determination.
- B. Karts must slow down to a cautious pace on all yellow flags.
- C. In the event a caution kart is used, no kart may pass the caution kart unless directed to do so by an Official. Any karts illegally passing the caution kart will be penalized.
- D. The starter will signify one (1) lap before the green flag will again be displayed.
- E. Pit attendants and mechanics shall not go on the race track for any reason, while the karts are racing, or while they are running under the yellow flag. The only time drivers or karts may receive such services is when they are completely stopped and off and outside the race track.
- F. No pit crews may service or repair any wrecked or damaged kart until the kart has been removed from the racetrack and safely removed from race track.

Red Flag (Race Stop)

- A. The red flag means that the race must be stopped immediately regardless of the position of the karts on the track. The red flag shall be used if, in the opinion of OSP Officials, the track is unsafe to continue the race. Karts should be brought to a stop in an area designated by OSP Officials. No repairs or service of any nature will be permitted on any kart on the racetrack.
- B. Drivers are to stay in their karts at all times unless directed otherwise.

Black Flag (Leave Race Track Immediately)

- A. A black flag means to immediately exit race track and report to the OSP Official at the tech shed. It does not mean automatic disqualification. At the discretion of the OSP Officials, if the driver does not obey the black flag directive, the driver may then be given the black flag with a white cross to inform the driver that scoring of his or her kart has been discontinued until further notice.
- B. In lieu of a black flag, OSP Officials may use a blackboard or black flag number indicator in full view of the Competitor on which the number of the kart being black flagged.

White Flag (One lap to go)

- A. When the white flag is displayed, it means the leader has started his or her last lap.
- B. No kart may receive any assistance after the white flag has been displayed.

Checkered Flag (End of Race)

- A. When a checkered flag is displayed it means the race is completed. When the lead kart has completed the required race distance, the race will be declared "official" regardless of flag being displayed.
- B. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be scored according to most laps traveled, whether the kart is still running or not.
- C. The driver receiving the checkered flag first in any feature race must bring his/her kart to the starting line or designated area and remain there until released by OSP Officials.

Race Track Lights

- A. When the red light is displayed, it means all movement on the track is to cease.
- B. When the yellow light is displayed, it means caution is in effect.

SCORING

Official Scoring The OSP Scoring Official is responsible for scoring the event. The decision of the OSP Official Scorer with respect to scoring are final unless the OSP Official Scorer elects to do a Scoring Recheck. Or a review by the Race Director.

GENERAL RULES OF CONDUCT CODE

The conduct code section applies to each and every driver, mechanic, and pit personnel/visitor. You are expected to know the rules. Ignorance of the rules will not be accepted as an excuse.

Original Speedway Park reserves the right to assign pit parking at all events. Parking may be limited to haulers. Failure to follow parking assignment may result in disciplinary action. OSP reserves the right to have a race trailer move/leave for safety and/or height reasons.

We expect courteous conduct from all participants at all times. Each and every team has an image to uphold for the fans, sponsors, family members, young children, and the name of OSP. We will not tolerate profanity in front of race fans, officials, or management. We expect each of you to look and act like Racing Professionals. Drivers are responsible for actions of your crew and family members. Any person in your pit area is considered your crew. Teams are expected to remain in their assigned pit. If at any time you or your team's attire, actions, or conduct is not in the best interest of OSP, you may be asked to leave the grounds.

- A. Any continuing problems from the same individual(s) may result in permanent suspension and/or fine. If violation comes in last race of season, fines and suspension will carry over until next season.
- B. All fines held over from the previous season will be paid for before the driver, team, or fined individuals will be allowed back on the premise

THE FOLLOWING WILL RESULT IN SUSPENSION FROM ORIGINAL SPEEDWAY PARK PROPERTY IMMEDIATELY. THERE WILL BE NO DRINKING OF ALCOHOLIC BEVERAGES, DISPLAY OF WEAPONS OR POSSESSION OF CONTROLLED SUBSTANCES BEFORE, DURING, OR AFTER THE RACING PROGRAM IN THE PITS! Alcoholic beverages and/or controlled substances are not permitted in the pit area at any time. The display or use of any type of weapon or controlled substance at any time will result in permanent suspension for all parties involved and may result in the arrest of all parties involved. Anyone caught with any one of these on his or her person or in his equipment may be suspended and/or fined. **NO EXCUSES AND NO EXCEPTIONS TO THIS RULE!!! ANYONE CAUGHT WITH AN ILLEGAL SUBSTANCE WILL BE TURNED OVER TO THE LOCAL LAW ENFORCEMENT AGENCY.**

All crew members must stay in your own pit area during race. No work permitted on karts by crew members while kart is on race track (This may result in lap penalty). In the event of a crash, all competitors and crew are required to stay off the race track and in your own pit. Drivers and crew must adhere to directions of Officials. Officials may fine or suspend driver

Anyone caught dumping oil on the ground will be banned permanently from the property at Speedway Park. Oil disposal barrels are provided.

Fighting/Arguing/Profanity. No arguing, threatening, or using profanity will be tolerated whether it be directed at a race official, staff, and or fellow competitor or spectator. This will result in the following:

1st offense: \$200 fine to be paid before the offender will be allowed to return to the race track. And three race dates cool off period/suspension.

2nd offense: Additional \$200 fine and six race dates suspension.

3rd offense: Additional \$200 fine and a twelve month suspension pr permanent suspension of track.

For other violations. Penalty for entering and/or causing a disturbance in another pit may result in a fine and suspension for a period determined by track management.

The officials and management will resolve any disagreement over technical questions or decisions. When their decision is rendered, it is final and binding and no further discussion will take place.

The management and officials will determine finishing positions and their decisions are final.

OSP is private property. Through your entrance ticket you have been given the right to be on this property in conjunction with racing activities; however, the management of OSP reserves the right to revoke and cancel this right at any time that it is felt that your presence and conduct is not in the best interest of the sport of kart racing, your fellow competitors, the fans, or management of OSP.

Courtesy laps will be given for safety reasons in any class.

All karts are subject to inspection by OSP Officials at any time.

Anyone displaying any type of misconduct at the start/finish line at any time in the eyes of an official or our staff members is subject to dismissal with no refund, fine/penalty and possible loss of points to the kart they are assigned.

When pre-race activities begin, approximately 15 minutes before race starts, all generators will be turned off and no engine will be cranked for any reason. The reason for this is for our sponsors to be recognized and for the invocation and National Anthem.

Original Speedway Park reserves the right to fine, suspend, or take whatever action is deemed necessary at the time to maintain orderly conduct of the race.

Penalties assessed by Original Speedway Park officials for conduct related matters are final, non-appealable and non-litigable.

OSP Management/Officials reserves the right to update, modify, add, or delete rules at any time without prior notice.

OSP PUBLIC IMAGE POLICY: OSP reserves the right in the public image of the sport to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All karts must comply with the following identification requirements. OSP Officials have the right to temporarily change race kart numbers to avoid duplication. OSP reserves the right to assign or restrict the display of decals, identification and advertising on race karts.

- A. Identification & Marking All kart number configuration and design is subject to approval by Track Officials. Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by Track Officials at all times..
- B. Any person who permits someone else to use his or her pit pass/license may be subject to a fine of at least \$200.00 and suspension.
- C. Any person who signs the release sheet for anyone else, a fine of at least \$300.00 and suspension.
- D. Any person who assaults, threatens to do bodily harm to any OSP Official or person serving under his direction: suspension, and a fine of at least \$500.00
- E. Any person who commits an assault with a weapon on OSP property will receive a minimum fine of \$1,000.00, suspension, and/or loss of accumulated points.
- F. Any driver, kart owner, or crew member involved in any form of boycott, strike or other tactic to hinder track operations, disrupt, delay, or cause any race to be postponed will suspended indefinitely and a \$1,000 fine will be imposed.

Anyone detected pouring or putting oil intentionally on property of the OSP will be banned from OSP permanently. .
A WASTE OIL container is provided by the tech shed. Please use it.

APPEAL PROCEDURE

All appeal requests must address a specific circumstance and be made in writing, signed by the driver and turned in to the Competition Director, Race Director or Board Member within thirty (30) minutes after completion of the last race.

A \$200 cash appeal fee must accompany each appeal.

Original Speedway Park. Staff/officials will review each appeal request and determine if the appeal will be taken into consideration by the board. The decision of the board on acceptance of the appeal is final, non-appealable and non-litigable.

The driver will be notified of the status of the appeal in writing within 30 calendar days. If the appeal is refused, the \$200 fee will be returned. If the appeal is taken to the Appeal Board, the \$200 will not be refunded regardless of the finding of the Board.

The Appeal Board will be convened, usually within one week after the appeal is accepted, for review of the circumstance in question. The appealing party will be notified and will be given the opportunity to participate in the hearing.

The decision of the Appeal Board will be given to the appealing party in writing and this decision is FINAL, NON-APPEALABLE, and NON-LITIGABLE.

INSPECTIONS

All competition kart and driver's safety equipment will be subject to technical inspection at every event throughout the season at the discretion of the Race Director or Chief Steward. No forewarning will be given.

No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment that does not conform to track or class rules may result in disqualification, suspension, and loss of points or fines.

All parts declared illegal under inspection or protest will be confiscated and WILL NOT BE RETURNED. Confiscated parts become the property of Original Speedway Park. and will be disposed of at the discretion of speedway management.

VENDOR

OSP reserves the right to approve or deny vendor access on the OSP property. All approvals for vendor access must be sent to OSP board of directors in writing. The request for vendor access will be reviewed and accepted or denied. All vendor operations, selling, consulting, must be approved by OSP board of directors.

RESTRICTED AREA POLICY

No participant will be allowed in the pit area until he or she has secured a pit entry wristband and signed the waiver and release form for that particular event. Teams harboring persons who have failed to secure a proper wrist band may be fined and/or suspended. Teams failing to secure wristbands for all crew personnel in their pits may be penalized by fines or other appropriate penalty.

Pit entry wristbands are not transferable and are not to be signed by anyone except the person to whom it is issued.

All pits passes must be accessible to track officials at any time. Violators will be removed and no refund will be given.

Full shoes, long pants and shirts covering the shoulders and entire torso are strongly recommended on all crew/personnel at all times in the pit area. Persons wearing attire that is offensive or inappropriate may be asked to leave the premises with no refund. The crew/personnel/family members accept sole responsibility for any and all incidents that may occur as related to their admission to the pit.

Photo ID must be presented if requested by an Original Speedway Park Official/Staff.

DRIVERS MEETING

A driver meeting will be held for all competitors following the final round of practice for each event. All drivers are required to answer roll call at drivers' meeting. Driver changes must be confirmed at this time to avoid penalty. A driver's failure to attend the drivers' meeting may result in disciplinary action. Any duplication of kart numbers will be settled at this time. Driver is responsible to ensure race control has the correct kart number and driver name. Failure to do so may result in loss of points/place/disqualification. These procedures and rules will be followed by all participants as well as all officials before, during and after all events. When entering Original Speedway Park the driver (unless minor) becomes sole spokesperson for themselves, crew, family members, pit visitors.

Races will be held on the first and third Saturday of the month starting in February and ending in December. During the months of July and August the race track will not have point races unless a make up race is needed.

Gates open at 11:00 AM

Registration is open from 12:00 PM to 3:00 PM

Anyone registering after 3:00 PM will start in the rear for both heat races

Practice begins at 1:00 PM

Practice is two rounds/sessions for each class

Drivers meeting at 3:30 PM

Racing will start at 4:00 PM

The interpretation and application of the OSP Rules by the OSP Officials shall be final and non-appealable. In order to promote kart racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them.

ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY OSP OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THE OSP RULES ARE NON-LETIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST OSP OR ANYONE ACTING ON BEHALF OF OSP TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION, UNLESS THE OSP OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN BAD-FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR, OR OFFICIAL. IF A COMPETITOR OR OFFICIAL AGREES TO REIMBURSE OSP FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES, COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST OSP FOR ANY REASON, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.

OSP Management/Officials reserves the right to update, modify, add, or delete rules at any time without prior notice.

**Original Speedway Park does not give refunds, sorry.
All entries and expenses are non-refundable.**