

# 2018 O2s Championship Supplemental Technical Regulations



*Presented by*



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The Open 2-Stroke Championship was created in 2016 to bring back the fun (and participation) in local kart racing. The first year was a huge success, and growth continued in 2017. The series has gathered a tremendous amount of attention and we are expecting 2018 to be huge! With a focus on making the fast 2-stroke classes affordable and inclusive of all types of engines, we are giving people a place to race competitively with either older “obsolete” engines, or the latest engines. Professionally run, but grass-roots focused, we welcome all levels of Karters from the weekend warrior simply looking to hangout with his friends and have a great time, to the semi-pro Karter looking for competition and track time to prepare for big events such as the SKUSA Super Nationals. New for 2018, in partnership with ROK Cup USA, the O2s Championship is a qualifier for the ROK in RIO!

This is a series that keeps costs to a minimum, and where camaraderie off the track and wheel-to-wheel competition on the track is the rule.

For questions, contact Randy Word by phone at 503-757-1776, or email randy (@wordracing.com)

The 2018 series is presented by WORD Racing and they are providing the funding for the medals, podium hats, website, banners, and much more. Please visit their website at wordracing.com and support them. They carry the latest Snell standards helmets, 360 Plus Devices, Ribtect rib protectors & seats, tires, oil and much more. They are a dealer for the new X125 engines, and they are the Northwest distributor for the awesome made in USA iKart Indianapolis racing karts – double winner of the SKUSA Summer Nationals.

## **RULES AND REGULATIONS**

1. For general rules please refer to the OSKCS rule book, available at oskcs.com. General rules include code of conduct, registration, pit passes, required safety equipment, technical compliance, and race day procedures. O2s participants agree to abide by these rules of conduct and safety. *A special note of thanks to the OSKCS board for allowing us to operate under their umbrella of logistics and organization. As we did in 2017, the O2s Championship will again be teaming up with Tri-Cities for one event, and with the Can-Am Karting Challenge for not one, but two events! A special thanks to Tri-Cities and Can-Am Karting Challenge.*
2. A current PARC Preferred Membership or PKA Sprint Racing Membership is required for OSKCS points and year-end awards, but is not required for O2s Championship points. However, OSKCS charged a higher entry fee for non-members at some races in 2016 (we are working to have that reduced). O2s will accept most kart racing licenses or memberships, so out-of-town racers are welcome, but we also reserve the right to pull or black-flag any racers that are a danger to other participants.
3. Safety is your responsibility. Please pay special attention to the OSKCS rules regarding safety equipment and pre-tech inspections. These are the minimum allowed standards. Motorsports are inherently dangerous, and we will not be responsible for your safety. We are also not responsible for track or facility conditions. Any concerns about the facility should be brought up with the facility owner(s).
4. Additional safety rules specific to the O2s Championship –
  - a. A no “ducking” rule will be enforced. Helmet shield must show above steering wheel at all times i.e. eyes on the road.
  - b. No pushing or bumping of another kart, to gain a position. Let’s keep the racing clean & fun

## CLASS STRUCTURE

1. **Kid Kart** Comer C-50/51 (tentative: kid kart class will be run as a participation class at OSKCS events and again may not be part of the O2s Championship). Ages 5-8
  - a. Rules: IKF
2. **TaG Cadet** – Micro/Mini (separated or combined depending on number of participants). Ages 7-10 Micro, and 9-13 Mini. (Rotax is 7-11, and 10-13)
  - a. IAME Parilla Micro/Mini Swift - SKUSA rules\*
  - b. Rotax – Rotax Micro/Mini Max rules\*
  - c. X125T – 17/19mm (Jr 1/Jr2) intake & 22mm exhaust restrictor
  - d. ROK, and other engines, other than Swift and Rotax, must follow IKF rules (2-strokes only)
3. **TaG Junior**. Ages 12-15
  - a. X30 w/ exhaust manifold per SKUSA rules\*
  - b. Rotax Jr. – Rotax Jr. Max rules\*
  - c. X125 Jr (30mm) – Region 6 IKF rules
  - d. ROK (28mm), KT100, PRD, and others – IKF rules
4. **TaG Senior**. Ages 15+ (14 allowed with race director's discretion/approval)
  - a. X30 – SKUSA rules\*
  - b. Rotax – Rotax Sr. Max rules\*
  - c. X125 – Region 6 IKF rules
  - d. ROK, KT100, PRD, and others – IKF rules
5. **TaG Masters**. 30+
  - a. X30 – SKUSA rules\*
  - b. Rotax – Rotax Master rules\*
  - c. X125 – Region 6 IKF rules
  - d. ROK, KT100, PRD, and others – IKF rules
6. **Shifter Light**. Ages 15+ (14 allowed with race director's discretion/approval)
  - a. Stock/Modified Honda – SKUSA rules\*
  - b. KZ/ICC – IKF rules
  - c. X30 Shifter – X30 Int'l rules
7. **Shifter Heavy**. Ages 30+ (15-29 allowed with race director's discretion/approval)
  - a. Stock/Modified Honda – SKUSA rules\*
  - b. KZ/ICC – IKF rules
  - c. X30 Shifter – X30 Int'l rules
  - d. X30 Super Shifter – X30 Int'l rules

\*An exception to SKUSA & Rotax Max rules is tire choice. We have a semi-open tire rule. See details on page 4. We also reserve the right to adjust weights as necessary, but will do our best to keep weights in line with SKUSA & Rotax. Engines must conform to the homologation of that particular engine.

## **BoP WEIGHTS**

O2s Championship decal is required to be visible on kart (preferably on front fairing). For some classes we may also provide a small sticker for class weight.

KID KART – 160 (Comer, or Honda) *\*Note this class is non-competitive*

### **TaG CADET (Jr. 1)**

Micro Swift – 225

Micro ROK -- 230

Micro Rotax – 235

X125T Jr. 1 - 240 (17mm intake & 22mm exhaust)

### **TaG CADET (Jr. 2)**

Mini Swift – 245

Mini ROK -- 245

Mini Rotax – 265/290

X125T Jr. 2 - 275 (19mm intake & 22mm exhaust)

### **TaG JUNIOR (Jr. 3)**

X30 Jr (SKUSA spec) – 320

Leopard Jr (30mm) – 320

X125T Jr (30mm) – 320

Rotax Jr -- 320

ROK Jr (30mm) – 330

### **TaG SENIOR**

X30, or X125T – 365

Leopard – 355

Rotax – 370

ROK – 375

### **TaG MASTERS**

X30, or X125T – 395

Leopard – 385

Rotax – 400

ROK, or Dragon – 405

### **SHIFTER LIGHT**

Stock Moto Honda '99 & '01 – 385

Stock TM TaG ICC & Cross, ROK, Rotax DD2 – 385

X125S – 395

Modified Honda, ICC (newer models) Mod TM Cross – 410

### **SHIFTER HEAVY**

Stock Moto Honda '99 & '01 – 405

Stock TM TaG ICC & Cross, ROK, Rotax DD2 – 405

X125S – 415

Modified Honda, ICC/KZ (newer models) – 425

*\*\* We reserve the right to adjust weights. The goal is to allow all types of engines to compete so racers can race whatever they have, not for racers to go out and*

*buy the combination they think will be fastest. Engines must conform to the homologated specifications for that particular engine.*

## **TIRES**

**Kid Kart** – MG Red, Evinco Blue, or LeCont Red.

**TaG (Cadet)** – MG Red, Evinco Blue, or LeCont Red.

**TaG (Jr/Sr/Mstrs)** – MG Yellow/White, Evinco Red, LeCont White, or Hoosier R60A.

**Shifter (all classes)** – MG Yellow/White, Evinco Red, LeCont White, or Hoosier R60A.

Rain declared races will allow MG, Evinco, or Bridgestone wets.

*\*For rain races we encourage purchasing Bridgestone Wets (YLP's) from our presenting sponsor, Word Racing. They are a stocking Bridgestone Dealer.*

## **FUEL**

**All Classes\*** – VP MS 98L, VP VP-110, VP C12, VP C-116, K&S 110, or ERC 110

\*Kid Kart and Rotax may use above fuels, or 92/93 Octane non-oxygenated Unleaded

\*\*Oil is open to any name brand Castor or Synthetic, but fuel additives are strictly forbidden. Word Racing carries VP and K&S.

**Rules are subject to change. Be sure to attend driver's meetings on race mornings.**

## **DISCLAIMER**

**WARNING** MOTORSPORTS ARE DANGEROUS. EVEN WITH THE LATEST IN SAFETY PRECAUTIONS THERE IS AN INHERENT DANGER AND SIGNIFICANT RISK OF PERSONAL INJURY OR DEATH INVOLVED WITH MOTORSPORTS. ANYONE PARTICIPATING IN MOTORSPORTS ASSUMES THIS RISK. O2S CHAMPIONSHIP AND THEIR AFFILIATES WILL NOT BE RESPONSIBLE FOR ANY INJURIES OR DAMAGES INCURRED FROM RACING ACTIVITIES.

THE "PIT AREA" AND PADDOCK AREA AT RACE EVENTS ARE POTENTIALLY HAZARDOUS. PROPER CREDENTIALS AND SIGNED WAIVERS ARE REQUIRED FOR ANYONE ENTERING THE PIT OR PADDOCK AREA. O2S CHAMPIONSHIP AND THEIR AFFILIATES WILL NOT BE RESPONSIBLE FOR ANY INJURIES INCURRED. PLEASE BE ALERT TO YOUR SURROUNDINGS – TRUCKS/TRAILERS BACKING UP, MOVING LIFTS, AND HIGH POWERED TOOLS ARE JUST A FEW OF THINGS TO BE AWARE OF. NO SMOKING OR OPEN FLAMES ALLOWED NEAR ANY FUEL SOURCES.

## **O2s Championship Points Structure**

*Points will be awarded to the top 24 drivers in the Main.*

*25th and above will receive 1 point for participation*

1st	100
2nd	90
3rd	82
4th	76
5th	70
6th	65
7th	60
8th	55
9th	50
10th	45
11th	41
12th	37
13th	33
14th	29
15th	25
16th	22
17th	19
18th	16
19th	13
20th	10
21st	8
22nd	6
23rd	4
24th	2
25th +	1

Qualifying in Pole Position nets 10 bonus points

No drops - every race counts!

In the case of a tie for season ending points,  
the tie-breaker will be the driver with the most 1st place  
finishes.