

# 2019 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 and 2018. The series has gathered a tremendous amount of attention and 2019 promises 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 2019**, in partnership with SRK, the O2s Championship will race in Boise, Idaho with their big Motor Fest!

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). We also have a new email address of info (@o2schampionship.com) that goes to both Randy Word and James O'Brien.

The 2019 series is presented by WORD Racing and they are providing the funding for the medals, podium hats, website, banners, and much more (including many hours of organizing and planning). Please visit their website at wordracing.com and support them. They carry Tony Kart, OTK, ikart, Arai, Zamp, Vortex, IAME, Ribtect, and many other products.

Please support our class title sponsors: CKR USA (ckr-usa.com), Xcel Racing (xcelracing.com), and Zamp (zamp-racing.com). Also, our championship trophy sponsor Shark Shifter (sharkshifter.com).

## **RULES AND REGULATIONS**

1. For general rules please refer to the OSKCS rule book, formerly available at oskcs.com, and now at portlandkarting.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 and PARC for allowing us to operate under their umbrella of logistics and organization.*
2. **New this year** - O2s Membership is required. The annual cost is an optional donation of \$35. OSKCS will now waive their membership requirement for O2s racers if they are a member of a participating Gold Cup track or club, but will charge an additional \$10 to entry fee for non-PKA members to cover insurance. PARC will require membership, but it's only \$12 per year. *We 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: run as a participation class at OSKCS events and again may not be part of the O2s Championship due to insurance restrictions). 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.
  - 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. **O2s 100 Junior**. Ages 12-15
  - a. ROK VLR with Jr. Exhaust – ROK Cup USA rules
  - b. IAME KA100 with Jr. Exhaust – ROK Cup USA rules
7. **O2s 100 Senior/Masters**. Ages 15+/30+
  - a. ROK VLR – ROK Cup USA rules
  - b. IAME KA100 – ROK Cup USA rules
  - c. Italian Motors X100AC – OSKCS rules
  - d. KT100S – OSKCS rules
8. **Shifter Light**. Ages 15+ (14 allowed with race director's discretion/approval)
  - a. Stock/Modified Honda – SKUSA rules\*
  - b. KZ/ICC – IKF rules
  - c. ROK Shifter – ROK Cup USA rules
9. **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. ROK Shifter – ROK Cup USA rules

\*An exception to SKUSA, ROK & 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.** KZ Shifter carb size is limited to 30mm.

## **BoP WEIGHTS**

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

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

Micro Swift or Micro ROK – 225  
Micro Rotax – 235

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

Mini Swift or Mini ROK – 245  
Mini Rotax – 265/290

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

X30 Jr (SKUSA spec), or Leopard Jr (30mm) – 320  
X125T Jr (30mm), or Rotax Jr – 320  
ROK Jr (30mm) – 330

### **TaG SENIOR**

X30, X125T, or Rotax – 365  
Leopard – 355  
ROK GP – 375

### **TaG MASTERS**

X30, X125T, or Rotax – 395  
Leopard – 385  
ROK GP, or Dragon – 405

### **O2s 100 JUNIOR**

ROK VLR (Jr exhaust) – 310  
IAME KA100 (22mm) – 310  
X100AC Jr (22mm) – 310  
KT100S (4 hole can) – 300

### **O2s 100 SENIOR**

ROK VLR – 350  
IAME KA100 – 350  
X100AC Jr – 350  
KT100S (Open pipe & deck height) - 340

### **O2s 100 MASTERS**

ROK VLR – 380  
IAME KA100 – 380  
X100AC Jr – 380  
KT100S (Open pipe & deck height) - 370

### **SHIFTER LIGHT**

Stock Moto Honda '99 & '01 – 385  
Stock older TM TaG ICC & Cross, Rotax DD2 – 385  
ROK, X125S – 395  
KZ/ICC, Modified Honda – 405

...continued next page (Shifter Heavy)

## **SHIFTER HEAVY**

Stock Moto Honda '99 & '01 – 405

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

ROK, X125S – 415

KZ/ICC, Modified Honda – 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. KZ Shifters are limited to a 30mm carb size. Only one engine model change allowed per year, to keep people from buying different engines for different tracks.*

## **TIRES**

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

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

**O2s 100** (Jr/Sr/Mstrs) – MG Red, Evinco Blue, or LeCont Red

**TaG** (Sr/Mstrs) – MG Yellow, Evinco Red, LeCont White, or Bridgestone YLM/YNB.

**Shifter** (all classes) – MG Yellow, Evinco Red, LeCont White, or Bridgestone YLM/YNB.

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

## **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, K&S, and ERC.

**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.

*Supplement last updated 5/13/2019*