

## **SAFETY AND COMPETITION RULES OF THE TEXAS SPRINT RACING SERIES, INC. FOR 2018**

The Rules of the Texas Sprint Racing Series, Inc. (TSRS) follow. All participants in TSRS and all persons affiliated with them in any way, no matter how slight, shall be subject to these rules. By entering TSRS each participant and all those affiliated with them agree to be bound by these rules.

### **1. SAFETY DISCLAIMER**

- 1.1. Kart racing has certain inherent risks. Each competitor assumes that risk when he/she participates in an event. While everyone involved, including officers, officials, and members of TSRS, drivers and crew members, can and have 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. Although safety is everyone's concern, The Texas Sprint Racing Series, Inc., its officers, officials and members cannot be, and are not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants in the event(s) as follows: Competitors are closer to the racing facilities, track conditions, safety personnel and equipment, than are TSRS, its officers, officials and members, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the race officials any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event.
- 1.2. 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 the vehicle owner, driver or crew member) in a manner designed to minimize to the degree possible, the risk of injury to themselves and others. Neither TSRS, its officers, officials nor members will be, or are responsible for the adequacy of a competitor's race kart, racing equipment, or racing activity to accomplish this purpose.

### **2. GENERAL RULES, PROCEDURES AND REGULATIONS**

- 2.1. TSRS is NOT affiliated with, nor sanctioned by WKA, SKUSA, ProKart, Stars of Tomorrow, IKF or any other national karting organization. The TSRS Race Director may reference these sanctioning bodies' rules to provide clarity to the TSRS rules and procedures. If there is any conflict in the TSRS rules, or if a question is not completely addressed, the Race Director and the Officers of TSRS present at the event will make such changes in the rules so that the conflict or dispute can be fairly settled.

### **3. RAIN OR ADVERSE CONDITIONS:**

- 3.1. Wet weather racing rules will be in effect when the Race Director declares such conditions. Approved rain tires (not grooved race slicks) must be on track to enter the track.
- 3.2. Raceable wet conditions are defined as a wet track but without deep standing water or heavy running water on the track surface. Heavy rainfall or the presence of an electrical storm in an area is not acceptable wet weather racing conditions.
- 3.3. The Race Director has the authority to declare wet or dry at any time during the race day. A reasonable period of time will be allowed to change tires (not to exceed 20 minutes).

- 3.4. Races will be considered complete if the Race Director changes from wet to dry or dry to wet in the second half of a heat race. Races that are changed in the first half will be restarted once the tires are changed. Karts will be re-grid according to their starting positions.

#### **4. BAN ON CONTROLLED SUBSTANCES AND CONDUCT UNBECOMING TO KARTING:**

- 4.1. No drinking of alcoholic beverages or use of controlled substances will be allowed at any TSRS event before or during practice or racing by any competitor or member of their crew. The Race Director or an Officer of The Texas Sprint Racing Series, Inc. is authorized to remove anyone drinking or appearing to be under the influence of alcohol or an illegal controlled substance. The driver for who that person is responsible for will be disqualified from the event.
- 4.2. NO FIREARMS, fireworks or other illegal substances are allowed within the confines of TSRS Events.
- 4.3. Anyone attempting to cause any bodily harm and /or harassment to any track official or team member or volunteer of TSRS will be expelled immediately.
- 4.4. ANY DISORDERLY CONDUCT, including fighting, bad language, unusual behavior, obscene gestures, verbal abuse, threats, unsportsmanlike conduct or reckless driving with the intent of causing harm will cause disqualification, loss of points, and loss of pit pass for the event. Immediate removal from TSRS for remainder of the event (including multi-day races) will be at the Race Director's or TSRS Officer's discretion.
- 4.5. The driver of record, or guardian if participant is a minor, is responsible for all actions of his/her pit and support crew.
- 4.6. NO DUMPING: No oils, lubricants, or chemical additives are to be "dumped" at the track. It is each participant's responsibility to dispose of these items according to local, state, and federal standards.
- 4.7. ABIDE BY DECISIONS: Any driver entering competition at TSRS agrees to abide by the decisions made by the presiding officials or an officer of TSRS, Inc.. Any competitor or member of their crew, blatantly disregarding instructions from race officials will be disqualified from and expelled from the event.
- 4.8. CONDUCT UNBECOMING OR DETRIMENTAL TO KARTING: TSRS reserves the right to exclude from its events any person or entity who acts in a way that is unbecoming or detrimental to TSRS or karting generally. This includes actions either at any TSRS event or related to TSRS or any TSRS event whether occurring at the event or elsewhere. This further includes but is not limited to any violation or any civil or criminal law or code of conduct of any national karting organization such as IKF, WKA or SKUSA. Determination of a violation of this rule can be made by the Race Director or officer of TSRS, Inc. The driver is responsible for any such violations by a crew member or other person or entity affiliated with them and for their invited guests.
- 4.9. SOLICITATION/ADVERTISING/USE OF TSRS MATERIALS: No solicitation of any kind is permitted at TSRS events without the express permission of TSRS. All advertising of any kind at any TSRS event or related to TSRS must be approved in advance by TSRS. TSRS logos/images/materials may not be used for any purpose without the prior express consent of TSRS. Violation of this rule is subject to the same penalties set forth under Rule 4.

#### **5. SAFETY SECTION**

- 5.1. PROTECTIVE DRIVING GEAR: All drivers must wear protective clothing, driving suit or jacket and long pants, constructed of leather, heavy vinyl, or other abrasion resistant material,

approved full face helmet with face shield, approved functional neck brace, enclosed shoes, and gloves while driving at TSRS AT ALL TIMES. This excludes clothing such as nylon wind suits, sweat pants, etc. Helmets must meet current Snell or SFI Specifications as per SKUSA rule 10.4.2.1. If hair extends appreciably from beneath helmet, competitor must wear a hooded shirt, balaclava, or "head sock" to retain hair from extending outside helmet. Safety equipment is subject to inspection and possible rejection. Chest protectors are required for all racers under the age of 12 (Rib Vest is recommended). Note: **A Neck brace is required for all drivers.**

- 5.2. **STARTING KART IN PITS:** Any kart started in the pit and paddock areas must be on a stand with the rear wheels off the ground or have a driver in the kart with the driver applying the brake. Shifter and direct drive karts must be pushed in the grid area. Anyone caught doing otherwise this will be placed at the rear of the field for their start on the final.
- 5.3. **TECH AREA:** When exiting the track no driving through the Scale Area to the Tech Tent entrance will be allowed, and engines must be killed at the Scale entrance. Karts must be pushed through while in the Scale Area or Tech Tent. Driving under power to exit the grid to the track will be limited to the grid/track exit areas only.
- 5.4. **ONE WAY:** Traffic on the starting grid is one way only. Karts may enter the track only from the grid area.
- 5.5. **PROHIBITED VEHICLES, TOYS, PETS, GOLF CARTS, ETC.:** Golf carts, skates, skateboards, bicycles, scooters, balls, and other like vehicles are not permitted on TSRS property on race day, except for authorized race official use. During practice or race activities, pets are allowed at TSRS if leashed on a 6' or less line or secured within a climate controlled vehicle. Pets are not allowed in the hot grid, tech barn or track on race days. Any injury to a member or non-member at the track due to a pet becoming unrestrained shall be the owner's responsibility and TSRS shall redirect any liabilities incurred to said owner.
- 5.6. **CROWD CONTROL:** Everyone, except officials, must be behind the fence enclosing the racing area during controlled practice and races.
- 5.7. **SAFETY TECH:** Karts must pass safety tech according to TSRS specifications. Any participant observing an unsafe condition should report it to a track official. All first time racers must be safety teched by Tech Inspector prior to competing. Any driver registering as a novice racer (see Registration Form) must report to the Race Director for Safety Tech prior to the start of the drivers' meeting. (The Race Director may appoint a Tech Inspector.)
- 5.8. **THE BRAKE KEY** must be retained (secured) by a permanent type safety-retaining device acceptable to the tech inspector. Temporary retainers, including but not limited to tie wraps, tape, wire, etc., are not acceptable. Brake pads must be retained, where possible, to prevent loss. Kart will be given one warning before being disqualified for racing. All 2 cycle engine mounted clutches must have approved secondary restraining device (i.e. 3rd bearing support, cage, etc.).
- 5.9. **NO PROJECTION** from the kart, which constitutes a hazard to other vehicles or drivers, will be permitted.
- 5.10. **NO TOW VEHICLES** (cars, pickups, vans, golf carts, etc.) or other motorized vehicles are to be driven in the pit area or on the track, except approved vehicles operating during an official race specifically to tow or pick up disabled karts. All trailers and vehicles must park in established posted pit and parking areas. (Trailers and/or vehicles must not exceed the designated pit size or extend into roadways or impede the flow of traffic.) Only tow vehicles

- and kart trailers (within the designated pit size) are allowed to park along the pits. Other vehicles, trailers, motor homes must park in spaces designated by the race officials.
- 5.11. FIRE EXTINGUISHERS: It is required that each entrant have a fire extinguisher in their pit area. During safety tech the fire extinguisher shall be shown to the person conducting safety tech
  - 5.12. PARTICIPANTS SHALL BE AWARE OF, and must adhere to, the TSRS Safety and Competition Rules
  - 5.13. Event VESTS or SHIRTS will be supplied by TSRS and worn by all corner workers, the flagman, and other persons inside the track fence.
  - 5.14. PARAMEDIC: TSRS will have an EMT/Paramedic present at each race.
  - 5.15. NO PARTICIPANT OR NON-PARTICIPANT will be allowed on the track during any controlled practice and/or race event on equipment that he/she is not qualified to operate (for a race) without the permission of the Race Director or a TSRS officer.
  - 5.16. STOPPING AND SLOWING ON COURSE: If for any reason a competitor is forced to stop on or near the course during a practice or event, it is the responsibility of the competitor to remove the kart to a safety zone as quickly as possible. If a competitor is forced to stop the kart on the racing surface during a practice or event, the competitor must raise both hands to signal approaching competitors that they are immobile. DO NOT raise both arms until the kart is safely stopped. When a Kart slows from racing speed on course, the driver must signal such to approaching competitors by raising a hand high enough to be clearly visible from behind. This requirement includes slowing to enter a pit entrance lane during an event or practice. Unless signaling as stated above, hands should remain on the steering wheel until kart is safely stopped in the pit area.
  - 5.17. ONLY PURPOSE BUILT RACE KARTS ALLOWED ON TRACK: TSRS is a race series and only purpose built race karts that are able to pass pre-season safety inspection are allowed on the track. No fun karts, yard karts, 4-wheelers, ATVS, UTV, motorcycles or another type of vehicle is allowed on the track on race days or non-race days. Exceptions to this rule are organized events when the track is rented to other organizations such as the TX Mini Grand Prix and official track maintenance vehicles.
  - 5.18. FUEL: Approved fuel is VP C12 for all 2 stroke engines & pump fuel from locally designated station and pump for 4 stroke classes (A pre-race bulletin will be issued no later than one week prior to each event to designate fueling location). Fuel will be checked using a digitron meter set to the spec fuel on 0 and must be within 10 #s either side; Fuel may be teched at any point during the event. Absolutely no performance enhancing additives allowed. Water test may also be used.
  - 5.19. FUELING OF KART: Fueling of karts must be performed in the pit area. Fueling of the kart on the staging grid area or track is prohibited.
  - 5.20. TRANSPONDERS: All participants at TSRS sanctioned races must use the AMB transponders, if they don't own one they must rent one from TSRS. All transponders will be mounted in an AMB bracket on the back of the seat.
  - 5.21. GRID STEWARD: The Grid Steward shall be in charge of the grid area. When a driver's specific heat race is called, the steward will see that all karts are lined up in order. He will then call for a kart start-up. All drivers are solely responsible for having their karts on the starting grid.
  - 5.22. TECH INSPECTOR: The Race Director shall appoint a Tech Inspector. All tech inspections performed by this Inspector shall be in accordance with the applicable TSRS competition

regulations. The decision(s) of the Tech Inspector and the race officials shall be binding. If the Tech Inspector is unavailable, the President or Race Director may appoint one.

- 5.23. DRIVER'S MEETINGS: All drivers must attend the driver's meetings for the race at a location designated by TSRS. Failure to attend such meeting shall result from disqualification from TSRS with no refund or further recourse of any kind.
- 5.24. All weights must be painted white and either safety wired or double nutted.
- 5.25. Cameras are allowed but must be mounted on the kart not on the driver. No helmet cams are allowed.

## 6. FLAGS SECTION:

- 6.1. GREEN FLAG: Displayed at the start of the race or practice session, and kept visible as long as the track is clear for racing. Racing begins when the green flag is shown by the flagman.
- 6.2. YELLOW FLAG: A yellow flag shown anywhere on the track is for that area only. No passing is allowed. It is the racer's responsibility to control his/her kart and avoid other karts and track workers involved in any mishaps. Anyone violating this rule may be penalized at the Race Director's discretion. A yellow flag displayed by the Starter signifies the complete racecourse is under a yellow flag condition; no passing, slow down, be prepared to stop, do not resume racing until the Starter displays a green flag. Any one violating this rule will be penalized.
- 6.3. RED FLAG: The red flag shall be displayed when, in the opinion of the race director or starter, an unsafe condition exists on the track. (An injured driver necessitating medical attention shall automatically require a red flag.) The red flag shall only be displayed by the starter or race director. When the red flag is shown all corner workers will display their yellow flags, all drivers must slow their karts immediately, with caution and if the track is clear slowly proceed to the top of turn two and turn off their engine(s). NO WORK IS PERMITTED ON THE KARTS. If a red flag is thrown before all karts running have gone through scoring once, then a restart shall be required, using the original grid line up. If all karts running have gone through scoring at least once, the last completed lap scored shall be the lineup for the restart. This restart shall be in single file. (Karts shall have 90 seconds to start.) The official scoring sheet shall determine the lineup. All karts involved in any incident will be safety checked by the tech committee or their designee before being allowed back on the track. Notwithstanding the above paragraph, the following conditions will cause a kart to be penalized on the restart line up.
  - 6.3.1. Karts causing or involved in an accident, as determined by the race director or race officials, during or subsequent to the last officially scored lap shall be put to the rear of the pack. The decision of the race director or race officials as to whether a kart caused the incident is not protestable.
  - 6.3.2. The race director may, prior to the restart, black flag a participant who will be subject to condition of the black flag.
  - 6.3.3. If the red flag has been displayed, necessitating a restart, a kart previously dropped out prior to the red flag cannot restart the race. In the event that a heat is red flagged, it may be called complete if 50% of the laps are completed. The finish order shall be as of the last completed lap scored subject to paragraphs 1, 2 and 3 above. If the red flag is displayed during the last lap of the race, the race will be terminated with the finish order based on the last completed lap scored. A kart or karts that necessitated a red flag on the last official lap may, based on the race director or race official decision, be disqualified and receive no points or last place points of the karts

running, for that heat or race. ANY TIME THE RED FLAG IS SHOWN, THE TRACK IS CLOSED AND NO ONE IS ALLOWED ON THE TRACK.

- 6.4. YELLOW & RED FLAGS WAVED: Restart, reform pack for restart at a slow pace (in grid position).
- 6.5. BLACK FLAG: When an unrolled black flag is displayed to a kart, the kart/driver is required to go immediately to the tech area. In addition to the unrolled black flag, the kart's number may be displayed on the flag stand number board. Anyone violating this rule may be penalized or suspended.
- 6.6. ROLLED BLACK FLAG: A rolled black flag warns a driver that his/her driving borders on disqualification, the driver is being closely watched by all track workers, and subsequent possible violations may result in a unrolled black flag. In addition to the rolled black flag, the kart's number may be displayed on the flag stand number board.
- 6.7. BLUE FLAG: A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped they will hold their line and give right of way to the faster traffic and will point (if possible) to the side of the kart they want the faster traffic to pass on. At no time do they race with the faster traffic.
- 6.8. CROSSED GREEN AND WHITE FLAGS: One half of the race is completed.
- 6.9. WHITE FLAG: One lap to go.
- 6.10. CHECKERED FLAG: You have finished the race or practice session. Reduce speed and return to the pits.
- 6.11. CROSSED YELLOW AND GREEN FLAGS: The starter shall signify a pace lap or lineup command with a crossed yellow and green flag. During the running of an event or heat race, the Race Director or Flagman may use both the Checkered flag and the Black flag combined to finish the event or heat if suspicious or reports of foul, rough or illegal driving or unsportsmanlike conduct are present. It shall then be considered that the Race Director or Flagman finished the event or heat race under official protest.

## 7. COMPETITION SECTION:

- 7.1. NO RELIEF OR SUBSTITUTE DRIVERS will be allowed. The driver of record (one who is registered) must qualify or declare the entry and must drive any/or all heats for that race day.
- 7.2. RADIOS PROHIBITED: Voice communication of any type (radio, headset, etc) with the driver while he/she is on track is illegal.
- 7.3. TRIPODS for all competitor's timing, computer systems, etc. on race day the transponder will be located on the left side of the track at the start finish line.
- 7.4. THE OILING of chains or clutches on the track is prohibited. NO ANTIFREEZE is allowed in karts. Non-glycol lubricant products, Red Line "Water Wetter" or equivalent, may be added to plain water unless prohibited by another set of rules.
- 7.5. REMOTE CARB ADJUSTERS and "triggers" are not allowed.
- 7.6. CLASS CHOICE, REGISTRATION: Unregistered karts and/or drivers will be black flagged if such kart and/or driver comes onto the track to race. All classes must be chosen during registration and may not be changed once the first class qualifies, or kid karts have their first event. If change is made later, the driver will start at the back of the class for the first two heats.
- 7.7. ON THE GRID: All drivers are solely responsible for having their karts on the starting grid. All karts, in qualification, pre-final, or final, must be on the starting Grid within THREE (3) minutes of the start of the heat/event.

- 7.8. SCRATCH: Drivers shall notify the Grid Steward if he or she is unable to make the next heat or heats.
- 7.9. IN THE EVENT A KART OR KARTS FAIL TO MAKE THE GRID, refer to SKUSA rule section 30.2 on Race Procedures.
- 7.10. RESTARTS: Restarts for all classes - if the kart is able to restart with an onboard starter they can restart during the warm-up lap. Classes that have karts with on board starters may also restart after the green flag has been displayed if the driver is able to restart without exiting the kart. Drivers are not allowed to restart after exiting their kart. In either case they must do so in a safe manner or will be black flagged for doing so. Karts reentering the track must yield to on track karts and should not cause on track karts to have to change their line. For safety reasons, no persons are allowed on the track or infield when karts are on the track. If a kart dies on the track or is having trouble, the driver may not restart the kart unless it has an onboard starter. No push backs are allowed after the kart has cleared the entrance ramp to the track, or the designated push back area on race day.
- 7.11. FIRST TURN RESTARTS: If fifty percent (50%) or more of the karts do not successfully negotiate the first turn, the race will be restarted.
- 7.12. SPORTSMANLIKE DRIVING: The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing; however, if in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking, pushing, or driving in an over aggressive / negligent / reckless manner, that participant shall be subject to one of the following: (a) Rolled black flag given to the offending driver as a warning with the next offense being a black flag and penalty given. (b) Immediate black flag and penalty. (c) Immediate disqualification from the event after more than two offenses. The Race Director will determine the proper course of action based on the nature of the offense
- 7.13. PROHIBITED WARMING OF TIRES: It is illegal to warm or heat tires, in any manner, in the pits, pre-grid, and on the track at any event. This includes raising the rear of the kart off the ground and the driver accelerating then lowering the kart to touch the ground while on the grid.
- 7.14. DRIVING OFF TRACK: Any driver leaving the course or cutting the apex of the corner, attempting to pass another competitor, is subject to disqualification. Any driver who goes off track will yield to karts already on the track, waiting until a safe opening allows for re-entry onto the track. At no time will the competitor who goes off track "race" karts that are still on the track. Doing so may result in disqualification for the event. If a kart is stalled and the driver exits the kart while on the track during Qualifying, Heat Races or the Main Event, the driver will not restart the kart and continue the race.
- 7.15. NUMBER PANELS: Kart numbers must be displayed on all four sides of the kart. Numbers must be no more than 3 digits long. Number should not be obstructed by bumpers, pipes, or other obstructions and must be easily readable by track personnel.
- 7.16. POST-RACE TECH: Any competitor in any class finishing in the top five places must go through the tech process immediately after taking the checkered flag. Refusal to submit to tech inspection will result in disqualification. It shall be the competitor's prerogative to file a protest after the tech inspectors have made a decision. A protest must be submitted to Registration within 30 minutes of notification of the penalty. All protest fees shall be paid in US Currency (cash) in the amount of \$100. The protest will be decided by three officers of TSRS. The drivers should have a small set of tools, such as, screw drivers, wire cutters, and

wrenches with them in order to remove items for tech inspection. At the end of a competition, all karts and drivers shall proceed directly to the scales for weight inspection. Only the drivers for the current class being weighed shall be allowed in the scale area. Drivers shall be weighed in full driving uniform, including helmet, jacket, shoes or boots, etc., after qualifying, each heat, and main event. Drivers shall not add any weight to themselves or their karts between the finish of the competition and weigh-in of driver and kart. Any driver found adding weight between the finish and weigh-in shall be disqualified from the event. Any driver leaving the scale area without weighing in shall be disqualified from that portion of the event. Any competitor that fails to meet minimum weight for his class shall be disqualified from that portion of the event. Any driver that fails to meet the minimum weight for his class shall have the opportunity to re-weigh, once only. The driver and his kart shall be removed from the scale, the scale shall be readjusted to original settings (zeroed for electronic scales) and the driver and kart re-weighed. Failure to meet weight at this re-weigh shall result in disqualification from that portion of the event. The race officials always have the right to alter standard procedures to repair or adjust a malfunctioning scale. All competitors shall proceed from the scale to the impound area unless released by a Race Official.

Each of the drivers selected for post tech inspection will be checked for: Weight, Fuel, Exhaust / Carburetor (Restrictor/Venturi Size) and/or Technical Inspection Pill Draw. One representative per engine is allowed (required) in this area for the purpose of observation, as well as assisting in the tear down procedure under the direction of the tech official.

Discussions of all tech personnel involved in deciding compliance of equipment shall be confined to this area and limited to other assigned inspectors.

- 7.17. RESTRICTORS MAY BE CHECKED every race day for any or all finishers of all restricted classes, with engines sealed prior to qualifying.
- 7.18. WEIGHT TECH: All classes must weigh after each official session beginning with qualifying .
- 7.19. VISUAL MODIFICATIONS-STOCK CLASSES: The track officers have the right to disqualify any visual modification of any stock class engine until the discrepancy is corrected.
- 7.20. ENGINE TECH: The Tech Inspector may examine any engine. This is a teardown inspection for proof of non-modification. Any non-major tech item may be teched at any time during the race event at the Race Directors discretion; refusal to be teched is immediate disqualification.
- 7.21. FUEL TECH: Fuel may be teched in ALL classes at any time, and it should pass the Digitron meter as specified . Fuel Specs for classes are as follows:
  - 7.21.1. All Four Stroke Classes – Pump fuel from locally designated station and pump
  - 7.21.2. All Two Stroke Classes – VP C12
  - 7.21.3. Shifter Classes – VP C12
- 7.22. TIRE TECH: Tires may be teched in all classes at any time. Tires may be checked for Serial # comparison to racer tech sheet or a tire Durometer may be used to check for tire Prep or other illegal softening compounds.

## 8. Rear Bumper Rule:

- 8.1. Full width rigid rear bumpers are required on all karts. Metal or plastic rigid rear bumpers that are approved by current IKF or WKA regulations are approved for TSRS.
- 8.2. Maximum width – the bumper shall not extend beyond the outside of the rear tires. (Exception – Bumper may extend beyond rear tires in rain conditions only)
- 8.3. Minimum width: The bumper shall extend at least to the center of the rear tires.



## 9. Bodywork:

- 9.1. All karts that compete in a TSRS event must have at a minimum: (a) Two CIK or CIK-style side pods with side bars **secured to the chassis with springs or bolts**; (b) front and rear bumpers approved by CIK, IKF, WKA or SKUSA; (c) Driver fairing – CIK style and must have a minimum of 3" clearance to any part of the steering wheel; (d) CIK nose; and (e) rear protection designed to protect the kart and driver (effective January 1, 2011). The rear protection may be either CIK-style plastic or steel tube of double-bar design. The rear protection shall extend to at least the center of the rear tires. The ends of the rear protection may not extend beyond the outside of the rear tire/wheel assembly except in a declared rain race. Retention cables or straps may be utilized. However, they may not compromise the original design or Homologation of the bumper and mounting hardware.
  - 9.1.1. WKA Gold Cup Body Work addition: (a) TSRS will allow the use of WKA Gold Cup bodywork in the following classes only: Junior, Senior and Heavy Briggs LO206. All other classes will be required to run CIK body work. (b) Body Work – Body work must comply with WKA rules no exceptions allowed. (c) Rear Bumper – must comply with TSRS rules for CIK Karts. (d) Max Rear Width – Per TSRS rules for CIK Karts . (e) Seats – Seats will comply with TSRS Rules for CIK Karts.
- 9.2. In the event that any of the above bodywork is dislodged or missing during a competition session, the competitor will be black flagged and/or disqualified. See SKUSA website for suggested rear bumper retention installation.
- 9.3. No bodywork may extend wider than the rear tires, with the exception being rain set-ups. Overall width regulations apply.
- 9.4. **Seat:** All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Such "flex" mounted components that have a degree of impact on the flexibility of a chassis include, but are not necessarily limited to, front bumper, rear bumper, floor pan, side pods, radiator, silencer and seat. All such flex joints shall allow no more flex and/or motion than available from compressed semi-rigid materials such as rubber or plastic and shall be considered allowable if used in compression, such compression being created by bolts securing such materials between two rigid elements or components of the chassis, seat included. Compression is defined as: "Being in simultaneous contact with two surfaces between which the washer(s) or spacer(s) are being used and being in such compression by solid and rigid elements such as nuts and bolts." Furthermore, use of all such semi-rigid materials shall allow at least one mounting bolt to pass through a hole in said material and not a slot. Seat mounting, at the minimum, must include the use of all traditional and integral chassis-provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers. No road race / speedway / or modified seats will be passed at pre tech.
- 9.5. **Configuration:** No lip or cups on inside of seat. (i.e. Seat back at top.) Seat shall incorporate driver's posterior (i.e. Bucket). Speedway laydown style seats are not acceptable. Any attempt by competitor to assume an unnatural position in the sprint seat to gain an aerodynamic advantage is illegal.
- 9.6. Back of seat may not extend beyond rear edge of rear axle.

- 9.7. All angles and heights to be taken with the kart on a flat, horizontal surface with the steered wheels straight ahead.
- 9.8. **Seat Height Minimums: Cadet – 10", Junior 12" & Senior 13" as measured from the ground to the top of the seat back (per WKA Figure 2.10)**
- 9.9. **Seat Struts:** Struts with mid-point washers are allowed as long as the furthest most ends of said strut(s) are rigidly mounted at each end.
- 9.10. In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts.
- 9.11. In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers.
- 9.12. The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.
- 9.13. **Seat Washers: Any attachment point from the chassis to the seat or seat strut to a seat will require a minimum of one 35 mm diameter aluminum, plastic, nylon, or steel backing washer per fastener to eliminate potential break through.**

#### 10. Chassis and Chassis Components:

- 10.1. **Construction:** Chassis must be CIK or SKUSA approved and must be constructed of a carbon steel alloy using traditional tubular construction. Any no-traditional chassis design MUST be approved by tech.
- 10.2. **Differential Mechanisms** that allow the rear wheels to rotate at different speeds relative to each other are prohibited.
- 10.3. **Overall Dimensions for Junior, Senior and Masters/Heavy Classes:** Maximum width is fifty-five and one-eighth (55 1/8) inches. Maximum length is eighty-four (84) inches or (2133.6mm). No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches.
- 10.4. **Overall Dimensions for Kid Kart Chassis:** Wheelbase minimum of twenty nine (29) inches or (736.6mm) and maximum of thirty one (31) inches or (787.4mm). Maximum front width is forty (40) inches. Minimum rear width is thirty nine (39) inches and Maximum of forty two (42) inches. Seat height measured from ground is a Minimum of twelve (12) inches and a Maximum of twenty (20) inches.
- 10.5. **Overall Dimensions for Cadet Chassis:** Wheelbase minimum of thirty five (35) inches or (900mm) and maximum of forty one (41) inches or (1041.4mm). Maximum length is seventy two (72) inches or (1828.8mm).
- 10.6. **Brakes:** Shifter Karts: All shifter karts are required to have 4-wheel braking with 2 independent master cylinders. For all other non-shifter classes: Rear brakes only. Chassis with front brakes can be used but the front brakes must be disconnected from service.

#### 11. Tire Rule: Race Tires – EVINCO Blue & Red RAIN Tires – MG WT

Note: TSRS will not supply or sell EVINCO tires at any event. The racer should come prepared and bring all race and rain tires to each event. Tires can be purchased from any EVINCO tire dealer or supporting Dealer at the event.

- 11.1. TAG & SHIFTER KARTS: All full size Tag & Shifter classes will run EVINCO Red Race Tires. One (1) new or used set of EVINCO Red tires may be used at each race event and will include qualifying, heat races and main event.

- 11.2. FOUR STROKE & CADET TAG KARTS: All classes will run EVINCO Blue Race Tires. One (1) new or used Set on EVINCO Blue tires may be used at each race event and will include qualifying, heat races and main event.
- 11.3. Tire bar codes will be documented on each racer's tech sheet and given to TSRS grid steward prior to qualifying for each event. The bar codes listed on the tech sheet must correspond to the tires used by the racer in that event from qualifying through the main event. Tires found to not be listed on the tech sheet and raced by the competitor will result in a DQ for the session found and/or the remainder of the event.
- 11.4. Practice tires must be EVINCO or MG brand tires only and be of the proper compound for the class. No other brand of tire will be allowed on track during practice.
- 11.5. If a tire becomes unusable during the event, a replacement tire can be substituted with the Race Director's and/or Technical Director's approval.
- 11.6. Tire Prep or tire softening compounds are not allowed in any form. Tires may be checked with a durometer at each event. Any tires found to be illegal will be grounds for disqualification of the racer from that event.
- 11.7. **Rain tires** – The racer should come prepared and bring at least (1) set of rain tires to each event. Two (2) sets would be preferred due to possible safety conditions.
- 11.8. Rain tires can be purchased from any EVINCO tire dealer or supporting Dealer at the event.
- 11.9. One (1) new set of rain tires may be used at each race event and will include all qualifying, heat races and final for each event. For Safety reasons - Changes may be allowed by the race director to allow the use of (2) sets of rain tires for the event due to weather conditions and rain tire wear. It is the racers responsibility to have adequate rain tires in their possession should such a determination be made by the race director.
- 11.10. Rain tires will be marked at the completion of the first session of use and must be used for any remaining rain sessions for that event unless the (2) set rule is applied by the race director.
- 11.11. Wheels are limited to 5" diameter Aluminum or Magnesium only.
- 11.12. Bead Locks are not required for Kid karts, Cadets or 4 stroke Classes.
- 11.13. Bead Locks are required for Tag Junior, Senior & Shifter Classes.
- 11.14. Front Wheel width max for 4.50 tire is 7" or 178mm
- 11.15. Rear Wheel width max for 6.0 / 7.0 tire is 8.5" or 214mm

## 12. Accidents:

- 12.1. Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director's discretion.
- 12.2. Karts involved in an accident may be subject to inspection by officials.
- 12.3. Medical personnel shall examine any driver who sustains an injury. Any driver involved in an accident shall immediately report to Medical Personnel.
- 12.4. Any kart and driver involved in an accident shall continue only with approval from the Race Director.
- 12.5. The Race Director shall approve any repair to a damaged kart.
- 12.6. Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the approval of the Race Director.

## 13. TSRS OFFICIAL CHAMPIONSHIP RACE CLASSES:

- 13.1. LO206 CADET – Class Requirements
  - a. **DRIVER REQUIREMENTS:** Ages 7-12.

- b. **MINIMUM WEIGHT:** 245 pounds
- c. **ENGINE:** LO206 Senior Engine with 6100 rev limiter. Carb Lock Required. Slide # 555734 (Blue). To be run in accordance with the current B&S 2018 rule set, please see Junior 2 LEGACY .520. No deviations permitted.
- d. **CLUTCH / GEAR:** Per B&S 2018 Rule Set. Gear is open. (No belt drives allowed)
- e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.
- f. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.

13.2. LO206 JUNIOR – Class Requirements

- a. **DRIVER REQUIREMENTS:** Ages 12-15.
- b. **MINIMUM WEIGHT:** 300 pounds
- c. **ENGINE:** LO206 Senior Engine with 6100 rev limiter. Slide # 555590 (Black). To be run in accordance with the current B&S 2018 rule set, please see Senior. No deviations permitted.
- d. **CLUTCH / GEAR:** Per B&S 2018 Rule Set. Gear is open. (No belt drives allowed)
- e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 OR 10X7.10-5 rear / Rain – MG WT.
- f. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.

13.3. LO206 LIGHT – Class Requirements

- a. **DRIVER REQUIREMENTS:** Ages 15 +
- b. **MINIMUM WEIGHT:** 360 pounds
- c. **ENGINE:** LO206 Engine. To be run in accordance with the current B&S 2018 rule set. No deviations permitted.
- d. **CLUTCH / GEAR:** Per B&S 2018 Rule Set. Gear is open. (No belt drives allowed)
- e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 OR 10X7.10-5 rear / Rain – MG WT.
- f. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.

13.4. LO206 MASTER– Class Requirements

- g. **DRIVER REQUIREMENTS:** Ages 30 +
- h. **MINIMUM WEIGHT:** 390 pounds
- i. **ENGINE:** LO206 Engine. To be run in accordance with the current B&S 2018 rule set. No deviations permitted.
- j. **CLUTCH / GEAR:** Per B&S 2018 Rule Set. Gear is open. (No belt drives allowed)
- k. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 OR 10X7.10-5 rear / Rain – MG WT.

- l. Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.

13.5. MICROSWIFT – Class Requirements – See SKUSA Rules

- a. DRIVER REQUIREMENTS:** Ages 7-10.
- b. MINIMUM WEIGHT:** 225 pounds
- c. ENGINE:** IAME Swift 16mm exhaust header
- d. CLUTCH / GEAR:** Per SKUSA Rule Set. Gear is open. (No belt drives allowed)
- e. TIRES:** **EVINCO Blue** 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.

13.6. MINISWIFT – Class Requirements – See SKUSA Rules

- a. DRIVER REQUIREMENTS:** Ages 9-13.
- b. MINIMUM WEIGHT:** 245 pounds
- c. ENGINE:** IAME Swift
- d. CLUTCH / GEAR:** Per SKUSA Rule Set. Gear is open. (No belt drives allowed)
- e. TIRES:** **EVINCO Blue** 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.

13.7. X30 JUNIOR – Class Requirements – See SKUSA Rules

- a. DRIVER REQUIREMENTS:** Ages 12-15.
- b. MINIMUM WEIGHT:** 320 pounds
- c. ENGINE:** IAME X30 26mm exhaust header
- d. CLUTCH / GEAR:** Per SKUSA Rule Set. Gear is open. (No belt drives allowed)
- e. TIRES:** **EVINCO Red** 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.

13.8. X30 SENIOR – Class Requirements – See SKUSA Rules

- a. DRIVER REQUIREMENTS:** Ages 15 & up
- b. MINIMUM WEIGHT:** 365 pounds
- c. ENGINE:** IAME X30
- d. CLUTCH / GEAR:** Per SKUSA Rule Set. Gear is open. (No belt drives allowed)
- e. TIRES:** **EVINCO Red** 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT

13.9. SPEC HONDA SHIFTER – Class Requirements – See SKUSA Rules

- a. DRIVER REQUIREMENTS:** Ages 15 & up
- b. MINIMUM WEIGHT:** 395 pounds
- c. ENGINE:** 125cc Spec Honda
- d. TIRES:** **EVINCO Red** 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.

Note – Any class that has less than three (5) entries 2 weeks prior to the scheduled event may be cancelled by TSRS for that event. Entry payments for cancelled classes will be refunded, or the entrant may switch to an alternative class if available. To be eligible for Series Championship awards, each class must have at least (5) participants in (3) of the (4) scheduled events.

**14. LOCAL OPTION CLASSES – Must have at least (5) entries 2 weeks prior to the scheduled event – these classes are not eligible for Series Championship awards. Entry payments for unmade or cancelled classes will be refunded or the entrant may switch to an alternative class if available.**

14.1. X30 MASTERS – See SKUSA Rules

14.2. SHIFTER HEAVY – See SKUSA Rules FOR S4

14.3. OPEN SHIFTER – See TAG USA Rules – Weight is 395 lbs

14.4. ANY ADDITIONAL CLASSES MAY BE CONSIDERED GIVEN APPROPRIATE INTEREST AND ENTRIES AS LISTED ABOVE

**15. POINTS CALCULATION – Points will be earned in each heat race and the main event. Bonus points will be awarded to the top qualifier and the fastest lap in the main event.**

15.1. Qualify sets grid for each Heat Race

15.2. Heat Races–(3) heats. Start each heat where you qualify and get points each heat to determine main starting position.

15.3. Main Race–

15.4. Total points calculation: = Top Qualifier Points + Fastest Lap in Main Points + Heat Average Finish Position Points + Main Race Finish Position Points

**15.5. ALL EVENT POINTS EARNED WILL COUNT TOWARD CHAMPIONSHIP POINT CALCULATION, NO EVENTS WILL BE DROPPED**

Position	Main Event Points	Heat Race Points	Top Qualifier	Fastest Lap in Main
1	200	50	10	10
2	180	45		
3	170	40		
4	160	35		
5	150	30		
6	142	25		
7	134	20		
8	126	15		
9	118	10		
10	110	5		
11	102			
12	96			
13	90			
14	84			
15	78			
16	72			
17	66			
18	62			
19	58			
20	54			

**END**