

2019 RULES

Tri-State Karting

THE **2019** RULE BOOK IS COMPLETE. ERRORS MAY HAVE OCCURRED DURING THE TYPING OF THIS AND ARE SUBJECT TO CORRECTION OR CHANGE AT ANY TIME.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing and to establish minimum acceptable requirements. These rules shall govern the condition of all events and classes, 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 publication of or compliance with these rules and/or regulations. They are intended as a guide for conduct of all classes and are in no way a guarantee against injury or death to a participant, spectator or official.

All participants must sign in to the pit area. Those under the age of 17 must be signed in by their parent/guardian. By signing in, all participants are agreeing to this disclaimer and giving up their right to sue or bring charges against any Tri-State Karting, Inc. board member, official or property owner or their assigns of heirs. This also includes participants signed in by their spouse.

GENERAL MEMBERSHIP INFORMATION:

*(Proof of driver's age has to be given by means of a driver's license or birth certificate.
15 & under must provide a copy of birth certificate.)*

Family Memberships are \$100.00 per racing year per family and members that are 18 years of age or older who may hold a membership. Children of members that are 21 years of age must have their own membership. This includes anyone that owns karts or is a driver.

Single Memberships are \$50.00 per racing year. That is those individuals or couples who do not own or drive any type of racing vehicle at this track.

Pit Spot can be reserved for \$25.00 per racing year. Reserved pit spots will be excluded for Special events.

Reserved Parking on the spectator side of the track can be reserved for \$100.00 per racing year.

Racing Fees are \$5.00 per car for member drivers and \$10.00 per member with a nightly money purse \$5.00 per car for non-members and \$10.00 for non-members racing in a class that has a nightly money purse. Pit passes are \$20.00 per person whether member or non-member. All drivers and pit crew members are required to have a pit pass.

TRANSPONDER INFORMATION:

ALL KARTS (OPEN WHEEL and KAGE) SHALL ATTACH THE TRANSPONDER CLIP TO THE LEFT FRONT NERF UPRIGHT ON THE INSIDE OF THE TUBE. MIDGETS SEE YOUR RULES PAGE FOR PLACEMENT OF CLIP. THE TRANSPONDER CLIP SHOULD BE ATTACHED TO THE NERF WITH CABLE TIES OR POP RIVETED AS TO AFFIX IT PERMANENTLY TO THE NERF. IF CABLE TIES ARE USED MAKE SURE THE TIE IS THE SAME WIDTH AS THE SLOT PROVIDED FOR IT. IF A LARGER TIE IS USED THE TRANSPONDER WILL NOT AFFIX INSIDE THE CLIP. CLIP SHOULD NOT BE LOOSE.

IF NEEDED, ADDITIONAL CLIP PINS MAY BE PURCHASED FROM TSK FOR A FEE OF 50 CENTS. **TRANSPONDERS MAY BE RENTED FOR \$5.00 A NIGHT.**

RACECEIVERS INFORMATION:

RACECEIVERS ARE MANDATORY FOR ALL DRIVERS. FAILURE TO HAVE RACEIVER WILL RESULT IN DISQUALIFICATION. THE RACECEIVER IS ALSO CONSIDERED PART OF THE DRIVERS SAFETY EQUIPMENT.

SAFETY:

The owner of the car is ultimately responsible for the condition and safety requirements on both the car and the driver for the car they own.

ALL COMPETITORS MUST COMPLY WITH TRI STATE KARTING AND TRI STATE SPEEDWAY RULES IN ORDER TO COMPETE.

**2019 GENERAL RULES
Tri-State Karting, Inc.**

INTRODUCTION:

TSK General Rules and NKA Technical Guide, and the following general track option rules and specific class track option rules as proposed by the rules committee and accepted by each class's members shall be effective for the 2019 race season subject to amendment.

Every driver and everyone entering the Tri-State Speedway premises will be responsible for understanding and abiding by the rules and track option rules. Ignorance will not be tolerated as an excuse. Tri-State Karting, Inc., (TSK) supports an alcohol and drug free environment. Non-prescription drugs and alcoholic beverages are NOT ALLOWED AT ANY TIME OR ANYWHERE. Violators will be asked to leave the premises. Second time offenders will be suspended or barred from the track for the remainder of the season. Drug offenders will be reported to the authorities!

Memberships in Tri-State Karting, Inc. may not be sold or transferred from one person to another person. These rules may be amended by majority vote of TSK members attending a club meeting during the race season if it becomes necessary to modify an existing rule, delete a rule or add a new rule. Amendment may be posted next to the lineup booth and made available to all race participants.

TRACK AVAILABILITY:

The TSK race facility is private property. Any current TSK club members may use the track, with a signed waiver-AT THEIR OWN RISK. Any non-TSK member may use the track if they have contacted and obtained an approval by a Board Member. A Board Member must accompany them at the track. All equipment that you wish to drive on the track surface must be approved by a TSK Board Member. Their decision is final. The track is not available for practice: 1) after the race event is over if the midnight deadline has expired, and 2) the track is only available for practice on the morning following a race event. Insurance is *not in effect* during this time. Drivers must use all prescribed personal safety equipment and for immediate response to an accident, an adult observer should be in the infield. For your own safety, users should carefully check the condition of the track before use. Only karts or micro midgets sanctioned by TSK are allowed on the track.

GENERAL:

A Registration Information Packet must be completed and accepted by TSK before a driver is allowed to compete. Each driver must complete a form that includes driver information, guardian information (if under 18), minor's release, Birth Certificate, awards presentation option and signed acknowledgement that they received and understand the TSK rules and that they have a copy of the TSK rule book.

Races will begin approximately at 7:30 pm (even if hot laps are not complete). Registration will close at 6:45 pm. The Race Director will decide extenuating circumstances. Races will end at approximately 12:00 am (midnight). The Flagman will display the white and checkered flag at midnight. The Race Director has the option of shortening the heats and/or main events to ensure completion by midnight. All classes shall be treated as equally as possible when races are shortened. There are no exceptions to this rule. No duplication of numbers is allowed between classes that could be combined.

All races will be allocated a predefined amount of time to compete. The Race Director and the TSK Board has the option to combine small count classes. The clock starts when the Pit Steward releases a class from the grid. The clock will be paused during red flag periods and will be restarted when the green flag is displayed. The race will end when the scheduled laps are completed or when time expires. The race director and the Board of Directors have the option of changing the maximum event duration if the current formula is not working inside time constraints.

A minimum of 12 races shall be considered a complete race season. In the event of inclement weather, a completed race program will be called if all classes have run at least 2 heat races.

The Owner of the car is ultimately responsible for the condition and safety requirements of the car they own along with the drivers safety.

CLASSES:

Boxstock, Junior Novice, Rookie Champ, Junior Sportsman, Junior Champ, Junior 1, Junior 3, Pro-Animal, Senior Clone, Senior flat, Senior Champ, B Class, Restricted 600, A Class Non-wing, and A Class. Winged Outlaws: Young Guns, Jr.1, Jr. 2, Jr. 3, and Stock Animal. Outlaw Classes will run based on car count.

See individual pages for class rules and options.

NOTE: It is the racer's responsibility to let the Pit Steward know well in advance about conflicts between classes or mechanical problems. Not all schedule conflicts can be resolved, but we will do whatever we can to ensure that everyone has adequate time.

AWARDS

Providing TSK has adequate funding, club members (drivers) shall be awarded rookie jackets if the driver:

- 1) has not already received a jacket;
- 2) has competed in over one half of the weekly race points held at TSK;
 - a) if a hard zero is received, that race night does not count towards rookie jacket;
- 3) is under the age of 18; and
- 4) must be in good standing.

- 5) When moving up a class you forfeit ALL points and awards. For example going from Jr1 to Jr2 half way thru the season you will forfeit ALL points and awards for the Jr1.

To Purchase a Jacket see the club treasure. Weekly trophies shall be awarded to the following classes: Rookie Champ, JR Novice, Winged Outlaw Young Guns and boxstock. All other classes will be awarded an end of the year award with finishes. Trophies not claimed within 3 weeks shall be recycled. End of the year awards will be given to TSK members only.

MEMBERSHIP RESPONSIBILITIES:

All club memberships carrying over from the previous race season are due May 31st of the racing year. In order to run for a position on the Board, the member must be in good standing for two prior complete seasons (example running for Board 2019 must be a member in good standing for 2017 and 2018). All memberships are required to complete a four-hour work day as a requirement of membership, any member who does not want to complete work day may purchase a work day for a fee of \$100.00. New members shall have 6 weeks from the date they sign up to fill these requirements. Work days must be completed or scheduled prior to their 1st points night along with a \$100.00 dollar refundable deposit due with your membership for a scheduled workday that is scheduled after May 4, 2018. In the case that the work day is not completed at the time scheduled the following will result: 1) you will lose the \$100.00 deposit fee for the work day that is missed. Failure to complete or pay for workday with your membership will result in membership being revoked and membership dues will not be returned. All members of TSK in 2018 shall be required to fulfill this requirement. Revoked members shall not receive end of the year awards, jackets or points. Members can work all three (3) scheduled work days and receive a free pit pass for every member, who worked, in your membership.

VOTING:

Class rules voting are limited to registered participants in that class that have ran a minimum of 3 points races in the class from the previous season. Example: open kart driver/owners may not vote on cage kart rules and vice versa. Each kart/midget has one vote per meeting. The driver or owner may use the vote but only one vote per kart/midget. Once the rules are determined by each class, they will then present the new changes to the club for open discussion and to get their opinion. Then the classes may either meet back up for further discussion if needed or they will then present the changes to the TSK Board of Directors. Each class may submit changes for their class to the Board of Directors for determination if the issues are relevant only to their class or if they might be applicable to the entire membership. The decision to forward the rules changes to the President is made by the Board of Directors. The President vetoes the rules changes, the class will be asked to resubmit their changes. If approved, the rules changes shall be amended into the rule book without participation of the general membership. The Board of Directors shall police changes each class wishes to make to ensure safety and common sense in all classes.

INSURANCE:

Safety First! TSK provides liability insurance only for scheduled events. The cost of this insurance is part of your pit pass. No one is allowed in the pits without first signing in and receiving a pit pass. Liability insurance is only in effect for scheduled events, no insurance is in effect on non-scheduled events. There is no insurance at any other time. Medical insurance or other types of insurance are a discretionary decision of the race participant.

SPORTSMANSHIP:

Racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants, drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules

regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is their domain therefore please respect other racer's pit area, this includes cockpit and the area outside of the cockpit, especially after an incident where you have been involved with that racer. Drivers remember that you are responsible for the actions of your crews. Any offending parties will be subject to disciplinary action imposed by the board according to their discretion.

SPIRIT AND INTENT:

This manual provides technical specification and inspection procedures to establish the legality of engines, racing chassis, and associated components used in the Tri-State Karting sanctioned events. Officials at TSK sanctioned events are authorized to decide if any change or design is an attempt to "beat the rules." In these cases, the race officials will disqualify an entry, and the Tri-State Karting board of directors will uphold the disqualification based on the "spirit and intent" of *you can*. While these rules are intended to be a guide for technical inspectors, they will also provide guidelines for TSK members in preparing legal engines and karts.

SOCIAL MEDIA POLICY:

TSK Members, facility attendees, drivers, pit area attendees, and general individuals should exercise extreme caution when choosing to make statements, commentary remarks, characterizations, exaggerations, or legal conclusions on social media sites that could be harmful or detrimental to the reputation of our club, facilities or race program.

Any of these statements, commentary remarks, characterizations, exaggerations, or legal conclusions made in a social media environment regarding TSK, its membership, attendees, facilities, race officials or operations that are deemed derogatory, obscene, inappropriate, threatening, slanderous, otherwise objectionable or inaccurate by the TSK Board can result in ramifications for the commentator at the Board's discretion. A penalized commentator and any related persons to the commentator such as their driver(s), pit crew, general attendees, or otherwise may be subject to suspension for a length of time deemed appropriate by the TSK Board.

SCORING:

All karts/midgets must have a front and rear number visible from all sides of car, no prismatic numbers all numbers must be 6 inches or greater. Drivers that forget their transponder or have an uncharged transponder shall be scored in last place for that heat or main event.

POINTS:

Final point standings for the season will be the total accumulated points. Hard zeros assigned by the Race Director or Board of Directors because of disciplinary actions cannot be dropped. The two lowest score shall be dropped with the exception of hard zeros.

A maximum of thirty points can be earned in heat races. Each successive kart will receive two points less, i.e. 2nd place will receive 28 points and so forth. Points from the combined heats will determine the main event line up. Low draw number will be used to break ties. A maximum of forty points can be earned in the main event. Each successive kart will receive two points less. Total points earned in heats and mains will be used to determine end of season trophy to be presented. All micro midget classes will have an inverted field for the main event with passing points, 1 point for each car passed from the original starting position in the main event.

**RAIN-OUTS/CANCELLATIONS,
PARITAL RAIN-OUT/CANCELLATIONS**

If a race is stopped due to inclement weather: 1) race finishes shall be scored according to points accumulated in the heat races; 2) main events started or completed before a race rainout is called shall be scored as they ran and/or finished; 3) the class that started their main shall be scored as they ran when the race was called for rain, 4) any classes not ran will run at the beginning of the next scheduled race event. All time constraints apply.

COMPLETE CANCELLATIONS

If TSK does not get 12 race events in Make up races will be ran the next AVAILABLE Saturday.

FLAGS:

The Race Director has the final say during an event how a black flag is called. He will take under advisement the opinions of the infield workers and flagman. The Race Director has the option to change the black flag designation at any time during the event. The scorekeepers shall keep track of black flag designations. Protests of the Race Director's decision may be asked for in writing and given to any Board member before the event is over. The club President will set a date for a hearing and notify all participants. It is the intent of the Board of Directors to be fair to all members but to support decisions made by the Race Director in the completion of his duties.

An explanation of black flags and how they affect points are as follows:

1) MECHANICAL BLACK FLAG

Displayed when something is mechanically wrong, i.e. loose nerf bar, flat tire, or any part off of their car. Karts/Midgets losing their muffling device during a race will receive a mechanical black flag. Mufflers shall be mandatory for all classes. Drivers will receive last place points provided you took a green flag, scaled and met any other post race tech. The mechanical black flag may also be used for mild disciplinary action and the driver would receive last place points based on the Race Director's discretion.

2) DISCIPLINARY BLACK FLAG

Displayed for flagrant driving violations. No points for the race in which the violation occurred. Also counts as a hard zero that cannot be dropped at the end of the season.

3) TECHNICAL BLACK FLAG

No points in the heat races and last place points in the main event provided kart meets post-race requirements. Examples include but are not limited to failure to meet scale requirements and weights falling off of kart during a race.

***Drivers should see grid board for explanation of their black flag.**

4) BLUE AND YELLOW FLAG

This flag warns lapped traffic that another kart is approaching and the lapped kart is to move up and out of the racing line for the duration of the race. Failure to move out of the racing line will result in last place points.

ROOKIE DECLARATION:

Drivers shall declare rookie status for the first time that they sign-in with Tri-State Speedway. A driver will retain rookie status until they have competed in three points nights. Veteran Boxstock drivers shall be considered a rookie when advancing. Any driver moving from any kart class to any micro midget class will be declared a rookie.

CLASS ADVANCEMENT:

Any driver that advances to an older class bracket, that is considered a "move up" in class, at ANY EVENT held at Tri-State Speedway, will not be allowed to move back to the younger age bracket class they advanced from.

MULTIPLE ENTRIES:

Drivers shall be permitted to run multiple cars as long as they have the same driver, same number and have paid entry for both cars. No driver switches are allowed. All classes that switch drivers shall receive a hard zero for that night's event.

DRIVER'S MEETING:

Driver's meeting will start at approximately 6:45pm and last approximately 15 minutes. Each driver is responsible for knowing the information presented during the driver's meeting. Ignorance is not an excuse. General information (deaths in member's families, special club meeting, car show, parade information, etc.) may be posted on a bulletin board in the sign-in building and might not be discussed during the driver's meeting.

All drivers new to Tri-State Speedway will be required to take a safety class. Contact one of the board members to administer as posted on web site.

SPONSORS:

TSK does not imply any kind of endorsement of sponsors displayed on participating karts/midgets. The club (TSK) will not regulate sponsor names or slogans unless such displays are considered by the Board of Directors to be vulgar or inappropriate.

TSK EVENT POLICY:

The Board of Directors of Tri-State Karting, Inc. want to ensure a friendly/family orientated environment in which to conduct safe and competitive events; therefore, they will do whatever is necessary to fulfill this decree. The Board of Directors has the option to revisit and change rules and procedures in each class if problems are occurring. This is not protest-able.

Anyone at a TSK (i.e. general admission area, parking area, any restricted areas including the pits, track area, score tower) shall be subject to disciplinary actions by the race director, race officials, the Board, or a law enforcement agency representative if the a policy or any combination thereof contained within this rulebook are found to be in violation.

1) FIGHTING

- a. Absolutely no fighting will be tolerated. Profanity and obscene gestures will not be tolerated. Assignment of disciplinary measures is the responsibility of the Board of Directors. Penalties can range from verbal warnings to expulsion from the track. Notification of Disciplinary action may be by phone, letter, or in person and shall take place before the next race event. Any person interfering with the Flagman, Race Director, Pit Steward, Score Keeper, Tech Official or any race official in the

race program is subject up to and including expulsion. Race officials are empowered to assign disciplinary actions.

- b. Any member, non-member, or visitor that initiates or is involved in an altercation on TSK property will be escorted from the premises and TSK board will place a trespassing warrant on persons involved, any driver involved with fighting will be suspended for the remainder of the year.

2) ALCOHOL/DRUGS

ABSOLUTELY NO ALCOHOLIC BEVERAGE WILL BE CONSUMED AT ANY TIME, BEFORE, DURING OR AFTER AN EVENT AT TRI-STATE SPEEDWAY. USE, DISTRIBUTION, OR SALE OF ILLEGAL DRUGS AT ANY TIME SHALL BE CAUSE FOR IMMEDIATE AND INDEFINITE SUSPENSION.

3) SMOKING

Smoking is not allowed in any TSK building during operating hours.

4) PIT AREA

All participants will clean their respective pits before leaving the race track. This means everything (i.e. tear-offs, paper, candy wrappers, cans, etc.). Trash containers will be available at several locations in the pits. Disciplinary action may be taken by the Board of Directors for continuous violation of the clean up rule. The Board of Directors will decide the punishment for infractions.

TRANSPORTATION VEHICLES

- 4.4.a. All transport vehicles (bikes, motorcycles, skateboards, ATV's) or any other motorized vehicle is not allowed in the pits without express consent from the race director. No bicycles, tricycles or battery operated vehicles are allowed in the pit area unless they are for the handicapped.
- 4.4.b. Only kart/midget support vehicle and track worker's vehicles are allowed in the pit area. All other vehicles must park in the spectator's parking lot. Violation of this rule may result in disciplinary action against the driver of the pit area where the violation has been committed. The Board of Directors shall decide the punishment for the infractions.
- 4.4.c. An ABC Fire Extinguisher must be in all pit areas.

DEAD PITS:

Karts must be pushed to the starting grid and from the weigh-station to your pit area. A dead pit includes push vehicles. Push vehicles in the pit area may only be used to push midgets to and from the grid or scales. (Example: Do not use a push vehicle to go to the concession, get water or go to the bathrooms.) You must be 18 years old or older to drive a push vehicle. Push vehicles that appear to be racing onto the track or showing excessive speed may be expelled from the infield and not be allowed to push vehicles onto the race surface again. The speed limit for push vehicles in all areas of the pits is walking speed. A class, B class, and Restricted 600 Midgets are an exception to the dead pit rule: however, they must use the designated midget route and remain in their designated pit area. The speed limit for all midgets in all areas of the pits shall be walking pace. This includes the area along the south fence in the pit area and the road taken to exit the racing surface. Violation of pit speed rules shall result in a two week suspension (two hard zeros)

and a hard zero for the night of the infraction. Violators may request a board meeting to protest their punishment. Request for a Board meeting must be made the night of the infraction and presented to any board member, in writing, before midnight. Date shall be set by board for meeting and violator will be notified by a call, in person or by mail.

GENERAL SAFETY TECH REMINDERS:

All tech officials are deemed TSK officials

INSPECTION:

The primary purpose of inspections is to establish that safety requirements have been met by each competitor prior to entering the track. Pre-race inspections include but not limited to chassis, helmet, neck brace, gloves, and fire suit. Pre-race tech does not guarantee post-race legality. **All safety equipment can be subject to inspection anytime during an event.**

Any safety tech failures will not result in point deductions or fines, however must be fixed prior to the next race.

FOLLOWING RULES TO ALL CLASSES AT TSK:

- 1) All weights must be painted white and have the kart/midget number on them. All weights must be attached to kart and midget with grade 8 bolts and be pinned. Any weights single or stacked weighing more than 7 lbs must be fastened with at least two 5/16 minimum size grade 8 bolts and be pinned. If any weight that falls off a kart during a race event (heat or main), the driver shall receive a technical black flag. If your weight falls off your kart or midget during a race (heat or main) you may not weigh it with your kart in post weigh in.
- 2) All karts/midgets must have brakes to be able to brake both rear wheels equally and adequately.
- 3) All karts steering bolts and nuts including spindle bolts must be cotter keyed or safety wired any fastener (nut, bolt etc.) of a component that would enable movement or adjustment of spindles such as cater camber must be drilled for and utilized either cotter pin or safety wired. All master cylinder and caliper mounting bolts are to be cotter keyed and safety wired rear axle must snap rings installed on ends.
- 4) All car numbers must be legible from the tower and be non-prismatic.

EQUIPMENT DEEMED UNSAFE:

Any Kart/Midget or part that the race officials find to be unsafe may be impounded for review and/or inspection at a later time by TSK at the race officials' discretion.

PROTESTS:

Only written protests (forms will be provided at the grid) submitted to the Race Director or Pit Steward within 10 minutes after the last race of the race program will be accepted. The Race Director will state protest verdict within one hour of the race program conclusion or set a date that an answer will be stated. Only kart/midget drivers from the same class in which the protest infraction occurs may submit protests involving specific legality or driver conduct. Reference the rule book for rule infractions to cite in protest.

TECH IMPOUND AREA:

Driver must promptly exit impound area after placing midget/kart in impound. Pit crews or driver may not return to midget/kart after being placed in the impound area. Race Director or designee will give permission to enter impound area.

DURING THE TECH PROCEEDURE IF ANY REPRESENTATIVE OF THE KART/MIDGET THREATENS OR IS OUT OF CONTROL IN THE TECH AREA THEN THAT KART OR MIDGET BEING TECHED WILL FAIL AND BE DISQUALIFIED FOR THE NIGHT AND PUNISHMENT WILL FOLLOW THE FAILED POST-RACE PENALTIES.

KART MOTOR TECH PROTEST:

Protest fee is \$100.00 and must be presented in cash to the TSK official (any board member or the race director) before the main event starts and the protestor must be racing in that class (protestor must take green flag). Both karts will be impounded in scale house. The tear down will occur by the Tech inspector designated by TSK board at an agreed upon time, if protested motor is found to be illegal, the protestor's motor shall be returned unopened and the \$100.00 (less the cost of tear down) will be returned to the protestor. If the protested motor is found to be legal the protestor's motor shall be torn down and \$100.00 less the cost of tear down will go to the protested. If either motor being found illegal will follow the failing post-race guidelines and will lose points and will be fined accordingly. Any refusal to a motor protest will follow the refusing to tech rule.

FUEL/OIL TECH:

Any competitors may be subject to random oil and fuel inspection at any time included in hot grid TSK officials reserve the right to draw oil or fuel for testing purposes prior to qualifying or racing.

FUEL WILL BE TECHED BY WHATEVER MEANS AVAILABLE BY THE TECH PERSONEL AND TECH IS FINAL. ANY CAR THAT FAILS FUEL TECH WILL FOLLOW THE FAILING POST-RACE PENALTIES.

FAILED TECH INSPECTIONS:

FAILING POST-RACE TECH PENALIZES ANYONE CAUGHT CHEATING AT ANY EVENT (POINTS RACE, MONEY RACE, ANY SPECIAL EVENT EX. PARADE RACE OR TOP OF TEXAS) 1ST OFFENSE WILL RECEIVE A 100 POINT PENALTY WHICH WILL BE DEDUCTED FROM THE SEASON TOTAL AND UP TO A \$100.00 FINE TO BE DETERMINED BY THE TSK BOARD THE DECISION WILL BE MADE PRIOR THE NEXT EVENT; 2ND OFFENSE LOSS OF ALL ACCUMULATED POINTS FOR THE SEASON AND A \$100.00 FINE PAYABLE; 3RD OFFENSE SUSPENSION FROM RACING ANY CLASS AT TSK FOR THE REMAINDER OF THE SEASON A \$200.00 FINE, AND LOSS OF ALL ACCUMULATED POINT IN ALL CLASSES IN WHICH THE DRIVER PARTICIPATES.

ALL FINES ARE TO BE PAID PRIOR TO NEXT RACE EVENT AND BEFORE PARTICIPATING IN ANY CLASS AT TSK.

REFUSING TO TECH:

AT ANY EVENT (POINTS RACE, MONEY RACE, AND SPECIAL EVENT) ANY RACER OR REPRESENTATIVE OF THE CAR REFUSING TECH WILL BE PENALIZED WITH A 200 POINT DEDUCTION FROM POINTS EARNED DURING THE RACING SEASON AFTER THE 2 DROP NIGHTS HAVE BEEN DEDUCTED AT THE END OF THE SEASON.

A \$100.00 FINE TO BE PAID PRIOR TO THE NEXT TSK EVENT (POINT RACE, MONEY RACE, SPECIAL EVENT, OR CLUB MEETING) THIS INCLUDES CLASS TECH, AND PAID MOTOR PROTEST WILL ALSO BE APPLIED.

ANY COMBINATION OF FAILING CLASS TECH, MOTOR PROTEST, OR TECH REFUSAL WILL BE COUNTED TOWARDS THE THREE STRIKES.

IMPOUNDED ITEMS:

Illegal Parts: Any engine or other component found to be illegal during the technical inspection may be impounded at the discretion of the Head Technical Inspector or Race Director for later inspection.

PRE-RACE PROCEDURES:

Registration will close at 6:45. Entries after 6:45pm will start "scratch" in the heat races unless prior arrangements have been made with the chief of registration. Arrangements must be made for each event by calling or texting Lori Starkey 806-231-2323

RACE PROCEDURES:

Karts/midgets must be inspected before allowed to run on track. Tech inspectors will place a decal denoting compliance in a conspicuous place. No inspections will take place on race nights unless previous arrangements have been made with the class official or the club president.

Only drivers and track officials are allowed on track. Pit crews, parents, owners, other participants or fans are not allowed on the track at any time unless directed by the Race Director. Violators are subject to disqualification. TSK will provide the corner flagmen. You must be 18 years old to be in the infield unless signed in as a driver.

No one is allowed in the race area without the Race Director, or Pit Steward's prior consent. Infield volunteers will check in with the Race Director before they enter the race area. Any crew member or driver who violates this rule will have his/her kart/midget disqualified for the entire race event. It does not matter whether or not the offender's kart/midget is on the track. Parents in the infield shall not direct or signal their driver in any manner.

All competitors are expected to be on the pre-grid and in their starting order 5 minutes prior to their race. The track entry gate will close 90 seconds after the grid is released or the green flag is displayed. No late starts will be permitted. Once a driver or car owner has voiced to the grid that he/she is going to run scratch for a heat or main, it cannot be changed. They will be moved to the back of the line-up for the race they ask to run scratch in.

No hot lapping allowed unless designated by the race director. Drivers must remain in line up order.

The green flag to start the race will be displayed after the first row of micro midgets/karts passes the start line and the entire pack is properly lined up. The race will be yellow flagged if anyone jumps the start. The front row kart/micro midget that runs too fast a parade lap or jumps the

Start, in the opinion of the flagman or race director, will be sent to the back. This is not protest-able.

Races will be restarted after a yellow flag using the last completed lap by the leader. Under a yellow flag, lapped cars shall be put into line where they ran and not moved to the back unless the race officials feel they are unable to race with the field or are a danger to themselves or the rest of the field.

After the completion of the first lap, micro midgets will need to restart using the Texas Restart. Karts shall restart at the start line in turn four. The lead micro midget shall maintain a parade lap speed until exiting turn three. The Flagman and/or Race Director have the option to use an alternate starting method. The flagman has the option of sending the lead midget to the rear if they increase their speed before exiting turn three.

All kart/micro midgets that roll over shall go to the pits for a safety check. (A roll over is described as all four wheels are off the ground. This includes karts/micro midgets that roll onto their side). This is not protest-able. Points shall be assigned to the driver at the point in which they dropped out of the race to the conclusion of the race, provided they do not receive a black flag and they meet all other post race requirements. Micro midgets and karts shall be teched before being allowed to continue the night's race program or any race program after a roll over.

Kart/Micro midgets that drive four wheels off the racing surface during a race shall re-enter the track in turns **two** or **four**. Drivers that re-enter the racing surface at any other point shall receive a mechanical black flag and last place points for that heat or main event providing they meet postrace requirements. This is not protest-able and is per our insurance regulations. Kart/Micro Midgets in the infield may re-enter the track in the back straight of way.

The Race Director has the option to modify the number of laps for a class due to kart/midget count or other circumstances. All classes shall be treated as equally as possible. Lap count guidelines are as follows: Boxstock - Heats 8 laps, Mains 10 laps. Winged Outlaws Young Guns – Heat 8 laps, Mains 10 laps. All Junior Open Wheel - Heats 10 laps, Mains 12 laps. Jr. Sportsman & Sportsman Champ – Heats 10 laps, Mains 12 laps. All Senior Open Wheel - Heats 10 laps, Mains 15 laps. Senior Champ – Heats 10 laps, Mains 15 laps. All Midgets - Heats 8 laps, Mains 15 laps.

The no restarts, no push back rule is in effect except for the following classes: Boxstock, Winged Outlaws Young Guns, Rookie Champ, Jr. Novice and Micro Midgets.

After a red flag, a pit crew member is allowed on the track to restart motors as directed by the Race Director. Pit crews or drivers are not allowed to work on karts/micro midgets during a red, yellow or green flag. **No working on karts on the track.**

Disabled karts/midgets must exit through the exit gate immediately after the conclusion of their race or will be required to stay in the infield during the next race. Micro Midget/karts in the infield should proceed to turn one and be ready to leave the race area when the race is over.

Karts/Micro Midgets are not allowed to exit through the grid gate. Exception is when kart/micro midgets are being removed by track officials.

A driver will be black flagged if he/she causes two cautions during the race with the exception of Jr. Novice, Rookie Champ, Winged Outlaws Young Guns, and Boxstock who will be allowed 3 cautions. This is not protest-able. The charge of a yellow flag to a driver is at the race official's discretion. This is also not protest-able.

Drivers shall not get out of their kart/midget while on the track or in the infield to discuss the race with the track officials. Violators may be disqualified for the remainder of the event as determined by the Race Director.

If a caution is thrown after the white flag has been displayed the race will be considered over. The race will be scored according to the white flag lap with the kart/midget(s) charged with the caution put to the back of the white flag lap.

All kart/midgets must scale after each heat or main. All kart/midgets will be required to stop at the end of the exit ramp of the scale house before proceeding into the pit area. Failure to scale will result in a zero for that heat or main. This is not a hard zero and is droppable if it is one of the lowest nights at the end of the season.

FLAT KART CLASSES

Classes: Boxstock, Junior Novice, Junior 1, Junior 2, Senior Clone

BOXSTOCK

The Boxstock class is intended to provide an avenue for young, entry level go-kart drivers to learn karting safety, driving techniques, driving strategy, flag usage, and build self assurance while in a competitive environment. This class is Time-Controlled for safety reasons. Tri-State Karting (TSK) also wishes to keep this class an inexpensive entry level class that is fun and fair for all drivers and entertaining to the spectators. The Boxstock class is not a sanctioned class, however, TSK has adopted several rules from a sanctioning body to establish safety requirements and provide for the orderly conduct of race events. Please direct your concerns or questions to the Board of Directors.

GENERAL: TSK general rules and procedures apply to this class.

1. AGE:

- a. Minimum age is the obtained age of 5. Driver must have had their 5th birthday before being allowed to compete.
- b. Maximum age is 8 years old. Age is determined by age on Dec. 31st of the previous year you are competing in.

2. MOTOR

- a. Harbor freight motor 6.5 horse power 212cc OHV horizontal shaft gas engine harbor freight lot# 69730, 60363, 68120, or any current harbor freight motor with board approval.
- b. May only run air filter that was stock on muffler may modify for throttle clearance
- c. Exhaust system as came with stock motor. No Modifications Allowed.
- d. Drum clutch
- e. Governor intact. No Modifications Allowed. A 19 second set speed per lap or considered a break out.
- f. Spec gear 12/70

3. WEIGHT

4. 235lbs minimum

5. CHASSIS
 - a. See information at end of section for Open Wheel Kart Classes at end of section.
6. BODIES
 - a. Approved competition Junior Body by TSK tech officials
 - b. No steering fairing allowed.
7. WHEELS & TIRES
 - a. Any 5” or 6” aftermarket racing wheel.
 - b. Open tire rule for this class only.
 - c. Automotive gasoline only. 87 to 92 Octane Gas Only.
8. Veteran Boxstock drivers shall be considered rookies when advancing to another class.

SAFETY:

Please see list of Safety requirements and uniform requirements in the OPEN WHEEL KART CLASSES at end of section.

JUNIOR NOVICE

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE
 - a. Minimum age is the obtained age of 5. Driver must have had their 5th birthday before being allowed to compete.
 - b. Maximum age is 8 years old. Age is determined by age on Dec. 31st of the previous year you are competing in.
2. MOTOR
 - a. Clone motor with a 1 hole .375 Red restrictor plate.
 - b. Muffler mandatory
3. WEIGHT
 - a. 250 lbs minimum with driver
4. CHASSIS
 - a. See information for Open Wheel Karts
5. BODIES
 - a. Approved competition Junior Body by TSK tech official
 - b. No steering fairing allowed
6. WHEELS & TIRES
 - a. Any 5” or 6” aftermarket racing wheel
 - b. Open tire rule
7. FUEL
 - a. 87 Octane GAS ONLY!

SAFETY:

Please see list of Safety requirements and uniform requirements in the OPEN WHEEL KART CLASS at end of the section.

JUNIOR 1

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE
 - a. The age for this class is the attained age of 8 with no previous experience (must have had 8th birthday) to 12 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in. (May be 7 with one years prior experience.)
2. MOTOR

- a The NKA Clone Engine, no port or polish with a 1 hole green 425 restrictor plate and the weenie pipe.
- b Muffler mandatory.
3. WEIGHT
 - a 265 lbs minimum with driver for flat head motor
4. CHASSIS
 - a See information for Open Wheel Karts
5. BODIES
 - a Approved competition Junior body by TSK tech officials
 - b No steering fairing allowed
6. WHEELS & TIRES
 - a Any 5” or 6” aftermarket racing wheel
 - b Open tire rule
7. FUEL
 - a 87 Octane GAS ONLY

SAFETY:

Please see list of Safety requirements and Uniform requirements in the OPEN WHEEL KART CLASS at the end of this section.

JUNIOR 2

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE
 - a The age for this class is the attained age of 11 (must have had 11th birthday) to 15 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. MOTOR
 - a NKA Clone Motor
 - b 1 HOLE .500 Purple Restrictor Plate
 - c Muffler mandatory with weenie pipe
3. WEIGHT
 - a 290 lbs minimum with driver
4. CHASSIS
 - a See information for Open Wheel Karts
5. BODIES
 - a Approved competition Body by TSK tech officials,
 - b Steering Fairing allowed.
6. WHEELS & TIRES
 - a Any 5” or 6” aftermarket racing wheel
 - b Open tire
7. FUEL
 - a 87 octane GAS ONLY

SENIOR PREDATOR

1. Motor Ducar 212cc. Sealed motor purchased from the track. Motor MUST be raced as it is out of the box.
2. Fuel same fuel as other clone classes.
3. Tires Open
4. Any clutch
5. Weight 365

6. Age 14 and up. 14 year old must have prior experience in a class with the approval of the board.
7. ALL SAFETY RULES APPLY! See flat kart rules.

The following applies to all Flat Kart classes

(Boxstock, Junior Novice, Junior 1, Junior 3, Senior Clone)

SAFETY/GENERAL

1. An ABC fire extinguisher is required in ALL pits.
2. Kart Chassis:
 - a. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference.
 - b. No sharp edges or protruding objects.
 - c. Nerf bars are mandatory.
 - d. Recommended monster bumpers - rear (tall and full width type bumpers)
 - e. Kart must be a production built, racing chassis.
 - f. Kart must have a JUNIOR racing body for Boxstock, Junior Novice, and Junior 1.
 - g. Steering fairing only allowed in Junior 3 and Senior classes.
 - h. Steel axels only. No titanium or aluminum axel allowed.
3. Protective Gear: **MANDATORY**
 - a. Helmet must comply with the 2018 NKA rules.
 - b. Racing neck collar with foam insert.
 - c. Gloves with palms made of leather.
 - d. Long sleeve jacket, must be racing jacket or heavy jacket (as in Levi type) No nylon or sweat shirt type.
 - e. Long pants, heavy fabric, in good condition, no holes in the knees.
 - f. All hair must be encased in helmet and secured.
 - g. Shoes must cover entire foot and ankle. No sandals. High top shoes must be laced, buckled or secured as designed.
 - h. ***Chest protectors are mandatory for drivers under 13 years old and must be approved by the insurance.***
 - i. Driving or racing suit is optional. One or two piece heavy weight, abrasion resistant racing driving suit may be used in place of long pants and long sleeve jacket.
4. Ballast/Weights:
 - a. All weights must be painted white and have the kart number on them.
 - b. All weights must be attached to kart with 5/16" (minimum size) grade 8 bolts and be pinned.
 - c. No weights allowed on driver.
 - d. No weights allowed on nerf bars or rear bumpers.
 - e. Weights exceeding or stacked over 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned.
5. Kart Appearance:
 - a. Karts must have legible numbers and must be visible from the tower.
 - b. Numbers must be visible from both sides and the front of the kart and have a contrasting background to number color.
 - c. No prismatic numbers allowed.

KAGE/ OUTLAW KART CLASSES

Classes: Rookie Champ, Junior Sportsman, Junior Champ, Senior Champ

ROOKIE CHAMP/ YOUNG GUNS

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE

a. The age for this class is the attained age of 5 (must have had 5th birthday) to 8 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.

2. MOTOR

a. AKRA restricted Clone, must run 1-hole .375 Red” restrictor plate between carburetor and manifold. Restrictor may not be altered in any way. Must use gasket between restrictor and manifold. Must have a muffler and wiener pipe and it must be wrapped and wired.

Open Clutch Rule. Main chain guards are mandatory on engine and rear sprocket.

3. WEIGHT

a. 250 lbs with driver

b. TSK Board of Directors has the option to alter weight in this class for safety if needed.

4. CHASSIS

a. Follow NKA guidelines and may run Jr. Sportsman or Champ kart chassis in this class

5. BODIES

a. Follow NKA guidelines. Open Tire Rule.

For safety and Gear please see end of section.

6. 87 Octane Gas Only

JUNIOR SPORTSMAN/OUTLAW JR 1

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE: The age for this class is the attained age of 5 (must have had 5th birthday) to 8 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.

2. Motor: AKRA restricted clone, must run 1-hole .425 green restrictor plate between carburetor and manifold. The restrictor may not be altered in any way. Must use gasket between restrictor and manifold.

3. Clutch: Open Clutch Rule Applies.

4. Weight: 265 lbs. with driver. The Board of Director's has the option to alter weight in this class for safety if needed.

5. Chassis: Follow NKA guidelines and may run Jr. Sportsman ir Champ Kart Chassis in this class.

6. Bodies: Follow NKA guidelines.

7. Tires: Tires and Wheels 5" or 6" Open Tire rules.

8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
9. Fuel: 87 Octane gas Only.

OUTLAW JUNIOR 2

1. The age for this class is the attained age of 7 (must have had 7th birthday) to 11 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. Run Clone Motor with a 1 hole purple 550 restrictor plate.
3. Clutch: Open Clutch Rule

4. Weight: 290 lbs. with driver . The Board of Director's has the option to alter weight in this class for safety if needed.
5. Chassis: Follow NKA guidelines and may run Jr. Sportsman or Champ Kart Chassis in this class.
6. Bodies: Follow NKA guidelines.
7. Tires: Tires and Wheels 5" or 6" Open Tire rules.
8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
9. Fuel: 87 Octane gas Only.

OUTLAW JUNIOR 3

1. The age for this class is the attained age of 10 (must have had 10th birthday) to 14 years old. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
2. Run Clone Motor with a unrestricted plate.
3. Clutch: Open Clutch Rule
4. Weight: 320 lbs. with driver . The Board of Director's has the option to alter weight in this class for safety if needed.
5. Chassis: Follow NKA guidelines and may run Jr. Sportsman or Champ Kart Chassis in this class.
6. Bodies: Follow NKA guidelines.
7. Tires: Tires and Wheels 5" or 6" Open Tire rules.
 8. Muffler: Stage 1, 2, and 3 pipe with muffler. Pipe must be wrapped and bolts must be wired.
 9. Fuel 87 Octane Only

JUNIOR CHAMP

GENERAL: TSK general rules and procedures and NKA tech rules apply to this class.

1. AGE
 - b. The age for this class is 11 to 15 years of age. Ages are based on attained age or age as of Dec. 31 of the previous year you are competing in. (A 10-year-old driver with driving experience may advance to this class with the approval of the Board of Directors).
1. MOTOR
 - c. Clone Motor with a unrestricted plate
 - d. Muffler mandatory
2. WEIGHT
 - e. Briggs OHV Stock Animal: 325 lbs with driver
 - f. TSK Board of Directors has the option to alter weight in this class for safety if needed.
3. CHASSIS
 - g. Follow NKA guidelines may run Jr. Sportsman chassis as long as driver has not outgrown kart as per tech inspection. This pertains specifically to the following NKA rules:
 - There must be a 3 inch minimum gap from the top of the helmet to the top of the roll cage.
 - The seat must not be laying over the front plane of the rear axle of the kart.
4. BODIES
 - h. Follow NKA guidelines. NO METAL BODIES.
5. WHEELS & TIRES
 - i. Any 5" or 6" aftermarket racing wheel
 - j. Any aftermarket racing tire.
6. FUEL
 - k. 87 octane GAS only
7. SAFETY
 - l. SFI fire rated jacket mandatory.
 - m. Helmet must comply with the 2018 NKA Rules.
 - n. Commercial manufactured arm restraints required.
 - o. All karts must have commercially manufactured 5 point safety restraints attached to the frame
 - p. Kill switch mandatory in reach of driver.

SENIOR CHAMP

GENERAL: Unless specifically outlined below, NKA tech rules and TSK general and safety rules govern this class.

1. AGE
 - a. The age for this class is 14 years of age with 2 years driving experience. Ages are based on attained age or age as of Dec. 31, of the previous year you are competing in with Board Approval.
2. MOTOR

- a. Blue Wazoom OHV "Sealed" Animal. See NKA for further specs, must be approved by TSK tech official. Must be sealed by authorized dealer of Uncle Franks with the exception of a few motors already in use. See TSK board.

The following applies to all Caged Kart classes

(Rookie Champ, Junior Sportsman, Junior Champ, Senior Champ)

SAFETY/GENERAL

1. An ABC fire extinguisher is required in ALL pits.
2. Chassis:
 - a. Chassis:
 - i. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference.
 - ii. No sharp edges or protruding objects.
 - iii. Any production built racing frame allowed. No yard karts.
 - iv. Frame must be made of steel. No aluminum or titanium.
 - v. No part of the kart chassis may be adjusted while kart is in motion.
 - b. Bumpers and Nerf Bars:
 - i. Front and rear bumpers are mandatory, minimum 3/4" to maximum 1" O.D. tubing, may not exceed past the outside of tires.
 - c. Roll Cages:
 - i. Must be production built roll cage.
 - ii. Any roll bar padding must be fire retardant. No plumbing insulation.
 - iii. Minimum 3" clearance between helmet of driver and top of roll cage.
 - d. Seat:
 - i. High back aluminum or fiberglass seat required. Must extend above top of driver's shoulders.
 - ii. Seat must be mounted to allow 6" clearance from driver to left side nerf bar.
 - e. Steering:
 - i. Steering wheel must be equipped with a quick release devise.
 - ii. Quick release device must be bolted to steering wheel with drilled bolts and safety wired together.
 - f. Brakes:
 - i. All karts shall have pedal operated brakes, operating in such a manner to brake the axle adequately.
 - ii. No scrub brakes permitted.
 - iii. All brake caliper bolts, master cylinder bolts, and master cylinder pins must be cotter pinned or safety wired so that both cannot unscrew, allowing the brake disc to fall out.
 - iv. Disc brakes are mandatory on rear axle and must be operational.
 - v. Karts running fiberglass seats must have a rotor guard mounted on caliper housing between brake rotor and seat.
3. Bodies:
 - a. Body must be complete. This includes side panels and floor pan. Feet must be protected with nose cone or tubing.
 - b. Body may be fiberglass or non-splintering plastic. Front wheels must be exposed.
 - c. Tail is optional.

- d. Drivers will be responsible to see that their karts have no sharp edges or protrusions that will injure a competitor or themselves.
 - e. Hood is required.
 - f. Top wings will not be allowed in this class.
4. Axle:
- a. Must be live axle kart only.
 - b. Axle must be steel. NO TITANIUM AXLES OR ALUMIUM AXLES.
 - c. Axle may NOT extend past outside of rear tires.
 - d. Snap ring required on end of axle to prevent hub loss.
5. Drive Train:
- a. Any shoe or dry disk clutch allowed.
 - b. Chain guards are mandatory on engine and rear sprocket.
6. Additional safety items:
- a. All karts will be inspected by safety tech initially and randomly. Safety tech has final work. All competitors must comply with Tri-State Karting and Tri-State Speedway rules in order to compete.
 - b. All karts must have commercially manufactured 5-point safety restraints securely attached to the frame. MANDATORY
 - c. All karts must have commercially manufactured arm-restraints. Restraints must be attached to the drivers safety harness, not the steering column. MANDATORY
 - d. A kill switch mounted inside kart within drivers reach is MANDATORY.
7. Protective Gear: MANDATORY
- a. Helmet must comply with 2018 NKA Rules.
 - b. SFI rated neck brace or collar. Helmet restraints recommended but not required. (Hans, Hudgens or D-Cell)
 - c. Leather palm gloves required. Prefer fire resistant SFI 3.2 A/1 gloves.
 - d. Fire resistant SFI rated jacket is mandatory and required to race. The SFI 3.2 A/1 racing suit is recommended but not required.
 - e. Long pants, heavy fabric, in good condition, no holes in the knees.
 - f. All hair must be encased in helmet and secured.
 - g. High top shoes. Shoes must cover ankle area. Shoes must be laced, buckled, or secured in the manner in which they were designed. (Long socks recommended to protect ankle area)
8. Ballast/Weights:
- a. All weights must be painted white and have the kart number or driver's name on them.
 - b. All weights must be attached to kart with 5/16" (minimum size) grade 8 bolts, with lock nut, and be pinned.
 - c. No weights allowed on driver.
 - d. No weights allowed on nerf bars or rear bumpers. Weights exceeding 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned.
9. Kaged Kart Appearance:
- a. Karts must have legible numbers of at least 6" in height.
 - b. Numbers must be visible from all four sides of the kart and have a contrasting background to number color.
 - c. All numbers must be registered with TSK.
 - d. No prismatic numbers allowed.

Rules for the 125/250/250F/500 may be changed at anytime by the board for the safety of the driver.

125 OUTLAW

1. Single cylinder, two cycle, single carburetor motorcycle dirt bike engine not to exceed 135cc displacement. Stock OEM Stroke. NO slipper clutches.
2. Must run gas only. Race gas is OK. No ALCOHOL OR FUEL ADDITIVES.
3. Weight with driver shall be a minimum of 370 pounds.
4. Age 10 and up. Younger drivers may petition to enter the class. It will be on an individual basis, with the track board making the final decision, based on experience and ability.
5. All racers must run a speced right rear tire. Racers have the option of running Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
6. No preping or doping the right rear “speced” tire.

250 cc 2-Stroke

1. Single cylinder, two cycle, single carburetor motorcycle dirt bike engine not to exceed 265cc displacement. Stock OEM Stroke. No slipper clutches.
2. Must run GAS only. Race gas is OK. No fuel additives or alcohol
3. Weight with driver shall be a minimum of 420 pounds
4. Age 13 and up. Younger drivers may petition to enter the class. It will be on an individual basis, with the track board making the final decision, based on experience and ability.
5. All racers must run a speced right rear tire. Racers have the option of running a Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 Right rear tires. Right rear tires must punch 50 or above on a durometer.
6. No preping, siping, grinding or doping the right rear “speced” tire.

250F 4-Stroke

1. No overbore, some manufactures have different cylinders A,B,C etc. As long as it falls within the parameters of OEM specs you are ok.
2. Stock Stroke
3. No Slipper Clutches
4. Carb. Or fuel injected is legal, single carb only
5. No porting, no welding of ports, no port angle changes, etc.
6. No lightening of flywheels
7. Must run gas only. Race gas is OK. No additives or alcohol
8. Any pipe allowed as long as it is not a safety issue, (protruding outside of nerf bars, etc.)
9. Gear removal will be a non-tech item
10. Beadlock required on right rear
11. Weight 420 pounds

12. Age 13 and up. Younger drivers may petition to enter the class. It will be on an individual basis, with the track board making the final decision, based on experience and ability.
13. All racers must run a speced right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
14. No preping, siping, grinding, or doping the right rear “speced” tire.

Pro Open Outlaw

1. Single cylinder, 550cc max, single carburetor Two-cycle or Four-cycle motorcycle dirt bike engines are accepted. NO TURBO CHARGERS ALLOWED!
2. Weight with driver shall be minimum of 450 pounds.
3. Age 15 and up, younger drivers may petition to enter the class. It will be on an individual basis, with the track board making the final decision, based on experience and ability.
4. All racers must run a speced right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch or above on a durometer.
5. No preping, siping, grinding or doping the right rear “speced” tire.
6. Must run gas only. Race gas is OK. No fuel additives or Alcohol

OPEN OUTLAW 35 AND OVER

1. Single cylinder, 550cc max, single carburetor two-cycle or four cycle motorcycle dirt bike engines are accepted. NO TURBO CHARGERS ALLOWED!
2. Weight with driver shall be a minimum of 450 pounds.
3. 35 years of age and over
4. All racers must run a speced right rear tire. Racers have the option of running Burris 50, Burris QRC55, Hoosier D50, or Rocketboy 50 right rear tires. Right rear tires must punch 50 or above on a durometer.
5. No preping, siping, grinding, or doping the right rear “speced” tire.
6. Must run gas only. Race gas is OK. No fuel additives or alcohol.

The following applies to the WingedOutlaw Karts

SAFETY & GENERAL INFORMATION

1. An ABC fire extinguisher is required in all pits

2. Chassis- Kart chassis (winged outlaw and caged)

a. General:

- i. Cotter keys, safety wire, double nut, lock nut (ny-locks) or lock washer on all bolts in the steering and brake system. Method listed in order of preference
- ii. No sharp edges or protruding objects
- iii. Any production built racing frame allowed. No yard karts
- iv. Frame must be made of steel no aluminum or titanium
- v. No part of the kart chassis may be adjusted while kart is in motion

b. Bumpers and nerf bars

- i. Front and rear bumpers are mandatory, minimum $\frac{3}{4}$ " to maximum 1" O.D. tubing, may not exceed past outside of tires
- ii. Bumpers and nerf bars must have rounded ends, no sharp edges allowed. Recommended monster Bumpers rear(tall and full width bumpers)

c. Roll Cages

- i. Must be production built roll cage, and must have a fairing or hood on the front of the kart.
- ii. Any roll bar padding must be fire retardant. No plumbing insulation.
- iii. Minimum 3" clearance between helmet of driver and top of roll cage

d. Seat

- i. High back aluminum or fiberglass seat required. must extend above top of driver's shoulders
- ii. Seat must be mounted to allow 6" clearance from driver to left side of nerf bar.

e. Steering

- i. Steering wheel must be equipped with a quick release device
- ii. Quick release device must be bolted to steering wheel with drilled bolts and safety wired together.

f. Brakes

- i. All karts must have pedal operated brakes, operating in such manner to brake the axle adequately
- ii. No scrub brakes permitted

iii. All brake caliper bolts, master cylinder bolts, and master cylinder pins must be cotter pinned or safety wired so that both cannot unscrew, allowing the brake disc to fall out.

iv. Disk brakes are mandatory on rear axle and must be operational

v. Karts running fiberglass seats must have a rotor guard mounted on the caliper housing between brake rotor and seat

3. Bodies

a. Body must be complete. This includes side panels and floor pan, feet must be protected with nose cone or tubing.

b. Fiberglass or non splintering plastic- front wheels must be exposed

c. Tail is optional

d. Drivers will be responsible to see that their karts have no sharp edges or protrusions that will injure a competitor or themselves

e. Hood is required

f. Anyone running in this may run with a top wing or without a top wing, however whatever you start with for the race night is what you end with for the race night. The only exception is if a wreck prevents ending with what you started the race night with.

4. Axle

a. Must be live axle kart only

b. Axle must be steel. NO TITANIUM OR ALUMINUM AXLES

c. Axle may NOT extend past outside of rear tires

d. Snap ring required on end of axle to prevent hub loss

5. Drive Train

a. Any shoe or dry disk clutch allowed

b. Chain guards are mandatory on engine or rear sprocket

6. Additional safety items

a. All karts will be inspected by safety tech initially and randomly. Safety tech has final word. All competitors must comply with Tri-State Karting and Tri- State Speedway rules in order to compete.

b. All karts must have commercially manufactured 5 point safety restraints securely attached to the frame. MANDATORY

c. All karts must have commercially manufactured arm restraints. Restraints must be attached to drivers safety harness, not the steering column. MANDATORY

d. A kill switch mounted inside kart within drivers reach is MANDATORY

7. Protective Gear

a. Helmet must comply with 2018 NKA rules

b. SFI rated neck brace or collar. Helmet restraints recommended but no required

c. Leather palm gloves required. prefer fire restraint SFI 3.2 A/1 gloves

d. Fire resistant SFI rated jacket is mandatory and required to race. The SFI 3.2 A/1 racing suit is recommended but not required.

e. Long pants, heavy fabric, in good condition, no holes in the knees.

f. All hair must be encased in helmet and secured.

g. High top shoes, shoes must cover ankle. Shoes must be laced, buckled or secured in the manner in which they were designed. (long socks recommended to protect ankle area)

8. Ballast/Weights

a. All weights must be painted white and have the kart number or driver's name on them.

b. All weights must be attached to kart with 5/16" grade 8 bolts with lock nut and be pinned.

c. No weights allowed on driver

d. No weights allowed on nerf bars or rear bumpers. Weights exceeding 7 lbs shall be incorporated usage of at least tow 5/16" grade 8 bolts and be pinned

9. Kaged Kart Appearance

a. Karts must have legible number of at least 6" in height

b. Number must be visible on 3 sides of the kart and have contrasting background to number color

c. No prismatic numbers allowed

MICRO MIDGET CLASSES

Classes: B Class, Restricted 600 Class, A Class Non-wing, A Class

Note: Any reference(s) to Tulsa Shootout rules incorporate the most current revision. Tulsa Shootout rules and TSK rules will be available in the Sign-In building.

B CLASS NON-WING MIDGETS

GENERAL: TSK general rules and procedures apply to this class.

1. AGE
 - a. Age is 10 years and up with 1 year driving experience, excluding boxstock or rookie champ. (must be attained age of 10).
2. MOTOR
 - a. Kawasaki Ninja EX 250 four-cycle inline two cylinder motor.
 - 2.a.i. No modifications allowed.
 - 2.a.ii. Must be stock.
 - 2.a.iii. Stock carburetor.
 - 2.a.iv. No aftermarket ignitions allowed.
 - 2.a.v. Charging systems must be hooked up and working at all times.
 - 2.a.vi. Stock transmissions only
3. WEIGHT
 - a. 675 lbs minimum with driver
4. FUEL
 - a. Gasoline only.
 - b. No other additives allowed.

RESTRICTED 600 MIDGETS

GENERAL: TSK general rules and procedures and Tulsa Shootout rules apply to this class.

1. AGE
 - a. Age for this class is the attained age of 10 yrs. old to the competition age of 18 yrs. old with 1 year driving experience in another class excluding Boxstock.
 - b. A Class drivers, may not transition down to this class once they have made the transition to A Class.
 - c. A certified copy of driver's birth certificate may be required.
2. MOTOR
 - a. 600cc 4 cylinder 4 stroke as comes on a stock production bike for sale in the USA.
 - b. Restrictor Plate
 - 2.b.i. Must have hole diameter of .750" inside.
 - 2.b.ii. Must be flat: no cones
 - 2.b.iii. Outside must be tight against inside of boot.
 - 2.b.iv. Absolutely no allowance: plate must be against carburetors.
 - c. Any air box and aftermarket washable replacement air filter allowed.
3. WEIGHT
 - a. 700 lbs minimum with driver
4. FUEL
 - a. Methanol or Gasoline allowed.

- b. No additives allowed.
- c. Bladder not mandatory.
- 5. TIRES
 - a. Durometer rule on tires must measure 45 or above immediately after the race.

A CLASS MIDGETS

GENERAL: TSK general rules and procedures and Tulsa Shootout rules apply to this class.

- 1. AGE
 - a. Age for this class is the attained age of 14 years and up,
 - b. A certified copy of driver's birth certificate may be required.
- 2. MOTOR
 - a. 600cc 4 cylinder 4 stroke as comes on a stock production bike for sale in the USA.
- 3. WEIGHT
 - a. 750 lbs minimum with driver
- 4. FUEL
 - a. Methanol or Gasoline allowed.
 - b. No additives allowed.
- 5. MISCELLANEOUS
 - a. Wing bolts and shocks may be drilled only.
 - b. No shifter or clutch starts allowed.
- 6. TIRES
 - a. Durometer rule on tires must measure 45 or above immediately after the race on right rear tire only.

A CLASS/ NON-WING MIDGETS

GENERAL: TSK general rules and procedures and Tulsa Shootout rules apply to this class.

- 7. AGE
 - c. Age for this class is the attained age of 14 years and up
 - d. A certified copy of driver's birth certificate may be required.
- 8. MOTOR
 - b. 600cc 4 cylinder 4 stroke as comes on a stock production bike for sale in the USA.
- 9. WEIGHT
 - b. 750 lbs minimum with driver
- 10. FUEL
 - c. Methanol or Gasoline allowed.
 - d. No additives allowed.
- 11. MISCELLANEOUS
 - a. Wing bolts and shocks may be drilled only.
 - b. No shifter or clutch starts allowed.
 - c. NO TOP WING OR NOSE WING ALLOWED!
- 12. TIRES
 - a. Durometer rule on tires must measure 45 or above immediately after the race on right rear tire only.

The following applies to all Midget/Micro classes

(B Class, Restricted 600, A Class Non wing, A Class)

SAFETY/GENERAL

1. An ABC fire extinguisher is required in ALL pits.
 2. A Class, B Class, and Restricted 600 classes are not subject to combining for small classes.
3. Safety Equipment:
 - a. All cars must be equipped with a 5 point seat belt system. All latches must be metal to metal. All belts must be in good working order, to be decided by safety tech. Excess seat belt material shall not be cut. It is to be taped or rolled up and cable tied.
 - b. Arm restraints are mandatory AND must be adjusted as to keep the driver's hands below the top of the roll cage.
 - c. Helmets must be Snell 2010 or newer and be full coverage.
 - d. All drivers shall wear a name brand flame-retardant uniform.
 - e. Gloves must be SFI rated. MANDATORY
 - f. All drivers shall wear a neck brace or head and neck restraint system when on the racing surface.
4. Motors (600cc classes only):
 - a. No current year production motors.
 - b. Except as noted, all internal and external engine parts must remain stock with **no** modifications, metal removal, or blue printing.
 - c. Engine Control Unit / CDI:
 - 4ci. Only 1 OEM black box with manufacturer's part number to be used on that specific make.
 - 4cii. Any type of box that has an external adjustment is considered illegal.
 - 4ciii. Boxes allowed include stock black box style Honda "HRC" version or "Yamaha Racing" versions.
 - 4civ. No aftermarket CDI (ignition black boxes) allowed.
 - 4cv. Aftermarket timing advancers are illegal.
 - 4cvi. Cam gears that are re-drilled, slotted, or altered are illegal.
 - 4cvii. Internal charging system components must remain in the motor.
 - d. Carburetors: (A Class and Restricted 600 class only)
 - 4di. Any 600 cc OEM CV carburetors allowed
 - 4dii. No Flat sides allowed.
 - 4diii. No aftermarket carburetors allowed.
 - e. Air box:
 - 4ei. Any air box, stock appearing, aftermarket washable replacement air filter allowed.
 - f. Valve train:
 - 4fi. Valve seat inserts may be reworked.
 - 4fii. Valves must remain as produced with no modifications.
 - 4fiii. Valve springs may be shimmed with standard or aftermarket shims.
 - g. Cylinder Head
 - h. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place.
 - 4hi. Intake and exhaust ports may not be bead blasted.
 - 4hii. Cylinder head gaskets may be replaced only with OEM stock parts (all 3 layers of the head gasket must be used).
 - i. Exhaust:
 - 4ii. Any exhaust header allowed.
 - 4iii. Mufflers are mandatory.

- 4.iii. All other gaskets may be replaced with duplicate aftermarket type.
- 4.iv. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed.
- j. Fuel System:
 - 4.ji. Stock fuel injection will be allowed to use gasoline or methanol.
 - 4.jii. No external adjustments will be allowed from the cockpit while seated in the driving position.
- 4.jiii. Any fuel mapping system, **for the control of fuel only**, is allowed on fuel injected engines.
- 4.jiv. Fuel injection engines may run carburetors.
 - 4.j.iv.1. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve.
 - 4.jv. Billet intake boots allowed.
 - 4.jvi. Bladder not mandatory.
- k. Modifications allowed:
 - 4.ki. Modified oil pan & pickup or aftermarket allowed.
 - 4.kii. Modified thermostat cover or aftermarket allowed.
 - 4.kiii. Modified water pump cover or aftermarket allowed.
 - 4.kiv. Aftermarket cam chain tensioner allowed for safety of motor.
 - 4.kv. Cosmetic changes may be made to allow mounting of motor in chassis.
- l. Sprocket:
 - 4.li. Any 520 or 530 allowed.
- 5. Nerf Bars and Bumpers:
 - a. Cars must have bumpers extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is the widest. No sharp corners or designs as to hook or cause damage.
 - b. All cars must be equipped with nerfing bars. Nerfing bars must extend to inside edge of tires, but not beyond the outside of tire.
- 6. Roll Cage:
 - a. Roll cages shall be at least 1-inch .062 wall thickness, or 1 1/8" .065 wall thickness, or 1 1/4" .065 wall thickness. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3 inch radius. No square or pointed corners allowed. Roll cage must be minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.
- 7. Electric and Electronics:
 - a. On and off switches must be on dash, top of the cowl or on the steering wheel.
 - b. On/off switch must be connected and functional.
 - c. No radio communication is allowed with the car or driver.
 - d. No traction controlling devices allowed.
- 8. Transponder:
 - a. Transponders must be mounted on the right side of car on the rear down tube.
 - b. Transponder must be mounted using the appropriate bracket for the style of transponder used.

9. Battery:
 - a. All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.
10. Suspension, Tread, Wheelbase and Steering:
 - a. Tread maximum is 50 inches. Minimum 32 inches, center to center of tires.
 - b. Wheelbase maximum is 70 inches. Minimum 50 inches, center of front axle to center of rear axle.
 - c. Steering front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only.
 - d. Suspension bolts except wheel nuts, must be secured by some type of locking device.
11. Shocks:
 - a. Any shock absorber
12. Brakes:
 - a. Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.
13. Tires and Wheels:
 - a. Any wheel size and tire combination may be used, but tires may not exceed 22 1/2 inches in height.
 - b. Wheels must be held on with 4 or more standard lug nuts or knock off hubs.
 - c. All knock offs must be pinned
 - d. Restricted 600, A Class Nonwind, A Class Only: Right rear tire must be a minimum 45-durometer compound Hoosier, ASCS 2, or American racer "NMMA" tire. Siping and regrooving will be allowed. Tire durometer check will be done immediately after the races to allow for cool down. Air bleeders are allowed.
14. Ballast:
 - a. Lead ballast must be firmly attached as a part of the car's structure.
 - b. No liquid or loose ballast such as water, fuel, oil, sandbags, rocks, log chains, etc. allowed.
 - c. All ballast must be painted white with the car number and driver's name on it.
 - d. All ballast must be attached with grade 8 bolts and pinned.
 - e. Loss of ballast during a race will result in a technical black flag. In a Heat race no points will be awarded, in a Main last place points will be awarded provided all other post race requirements are met.
15. Bodies:
 - a. All cars must have complete bodies.
 - b. Tail sections must be in place for all races.
 - c. There must be a metal firewall between the driver and engine, made of 24 gauge steel or .0625" aluminum.
 - d. Body of car must be made of aluminum, metal, fiberglass, or high impact plastic. All cars must be painted an attractive color or colors.
 - e. No rear view mirrors.
16. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub.
17. Mud guards must be made of aluminum or fiberglass, and can be no less than 16 inches from the top of the cage.
18. COCKPIT ADJUSTMENTS:
 - a. B Class

- 18ai. Mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area.
- b. Restricted 600, A Class Nonwing, A Class
- 18bi. All adjusting devices in the cockpit area or within reach of the driver while seated in the car must be securely tied down so that they cannot be adjusted by the driver. All cock-pit adjustments must be disconnected at the wing slider and the cockpit shock adjustments. The plug for the wing slider or any cockpit adjustment cannot be plugged in by Tech official after or during race if the plug can be plugged in it will result in disqualification following the failed tech guidelines.
19. All fuel tanks must be equipped with a one-way check valve designed to prevent spillage of fuel in the event of a rollover.
20. Transmission and Chain Guard:
- a. B Class stock transmission only
- b. Restricted 600, A Class Non-wing, A Class only: Motors must have transmission with all stock gears in working order.
- 20bi. Transmission gears may be shimmed only for the purpose of proper engagement.
- 20.b.i.1. Standard or aftermarket shims may be utilized.
- c. Any car equipped with a shifting mechanism must have the shifter device mounted in the driver's compartment.
- d. Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of the chain from the front of the front sprocket to the center of the rear axle.
- e. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.
21. Wings:
- a. B Class: NON-WING only.
- b. Restricted 600, A Class Non-wing and A Class
- 21bi. The top wing 10 sq. ft. maximum.
- 21bi. The right sideboard 18" x 48" maximum.
- 21biii. Left sideboard 24" x 48" maximum.
- 21biv. All wings must have a 1/16" radius edges or edging. No raw edges.
- 21bv. Wing sides cannot be more than 4" below top of roll cage.
- 21bvi. Nose wings:
- 21.b.vi.1. Cannot exceed 18" x 24", and must carry car number.
- 21bvii. Top wing is mandatory to enter a night's event. Cars may finish without a wing if no replacement is available and wing has been destroyed during said event.
- 21bviii. Cars must run a 10 square foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. That point is to be no further back than the rear of the roll cage behind the driver's head. The roll cage cannot be altered to change this point.
- 21bix. **NO COCKPIT ADJUSTABLE WINGS ALLOWED.** Wing center section has to be one piece. No split or multi-staged nose or top wings allowed. Electric or manual adjustable in cock-pit wing-sliders are not allowed on car.
22. Numbers:
- a. All numbers must be registered with TSK. All cars must have legible numbers in colors contrasting to the background on both sides of the car and on the nose.

- b. Minimum height of numbers on the nose is 8 inches. Minimum height on the tail is 10 inches. Minimum height on both sides of top wing is 12 inches. Numbers should be separated from advertising so that they will stand out and can be read by the score keepers. NO GOLD, SILVER LEAF OR PRISMATIC NUMBERS ALLOWED.
23. Mufflers:
- a. Mufflers are mandatory and must keep the car at 95 decibels or less.
 - b. All mufflers must be packed, and checked routinely to ensure full packing is in place.
 - c. No Super Traps allowed.

PROCEDURAL/GENERAL

1. All midgets are required to pack the track. If a midget does not pack the track it will start scratch for the entire night.
2. Cars will be allowed 3/4 lap to start i.e. grid gate to turn one entrance. Cars not started by entrance to turn one shall head to the pits or the infield. Cars that go to the pits will not be allowed to re-enter the track during that heat or main. Re-entry from the infield is in the back straight only. DNS cars will be replaced by the car immediately behind it. Cars will not X on the track to fill holes.
3. Midgets shall be scored according to TSK scoring rules. In the event of a caution, cars will be lined up according to the last completed lap of the leader.
4. No trophy dashes. Heats will be 8 laps and Mains 15 laps if time allows. Race Director reserves the right to alter laps due to time constraints and weather.
5. Per Club vote on 1/10/2010, Starting Order for all midget classes will be determined as follows. Pill draw for 1st Heat; 2nd Heat Inverted. For the Main Event, drivers will first be sorted based on high-point accumulation from both heats, from lowest to highest and run an inverted field with passing points, 1 point per each car passed from starting position. If a driver has not taken a green flag in both heats, they will be required to start at the back of the lineup. Midget drivers must also take two green flags in both heats to qualify for the pole in the main event. If driver cannot meet these requirements for the main event, they shall be required to start at the back of the lineup.
6. All midgets shall weigh after heats and main event.
 7. All midgets that roll (four wheels off track surface at any time during the event they are racing in) or on their side shall be required to go to the pits. Midgets that roll must be teched before they will be allowed to race again.
 8. Drivers shall be permitted to run multiple cars as long as they have the same driver, same car number, and have paid entry for both cars. No driver switches are allowed. Cars that switch drivers shall receive a hard zero for that event
 9. Once a driver has voiced to the grid that they are going to run scratch for a heat or main, it cannot be rescinded.
 10. The race director has the authority to move a car to the back of the line up or remove that car from a race due to disagreements on the track or, if in the opinion of the race director, the driver is a danger to themselves or others.
 11. Drivers clipping the disks/cones/tires on the track may receive a black flag if the offense occurs two times in one heat or main event. The black flag will result in last place points if all other post race requirements are met.
 12. Drivers that take four wheels of the racing surface may only re-enter the track in turns two and four. Entering from the outside of the racing surface at any other position will result in a black flag. Last place points will be awarded providing all

other post race requirements are met. Re-entry from the infield must be on the back straight of way only.

13. TSK general rules shall apply to both midget classes including on the race surface.
14. Track officials shall have the responsibility for rules and regulations enforcement. Track officials are defined as, Race Director, Flagmen, Pit Steward, Scales officials and the Board of Directors of TSK. At the discretion of those listed, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions.
15. Approval of a vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall TSK for any mechanical failure, or for any losses or injuries resulting from the same.
16. Any unsportsmanlike conduct by drivers, owners and/or pit crews shall be grounds for disqualification and or punitive action by TSK. Drivers are responsible for the conduct and actions of their pit crews.
17. Absolutely no traction controlling devices allowed.
18. All vehicles are subject to inspection at any time.
19. There will be no work allowed on midgets during a caution or red flag period.
20. Midgets are expected to line up in race order at the grid gate 5 minutes prior to scheduled start time. Cars not on the track 90 seconds after the first car on the grid leaves the grid area will not be allowed on the track.

The following rules on the helmets have been added as of 3/1/15. The rules follow the NKA rules for the 2018 season and will be applied to the 2018 season at Tri-State Speedway. *These rules are subject to updates.*