

## **2011 RULES Tri-State Karting**

THE **2011** 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 that sign in to the pit area or are signed in by their parent/ guardian or spouse 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.

### **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.

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

## Table of Contents

<b>2010 TSK General Rules</b> .....	4
Introduction .....	4
Track Availability .....	4
General Rules .....	4
Membership Responsibilities.....	6
Voting.....	6
Insurance.....	6
Sportsmanship .....	7
Scoring .....	7
Points .....	7
Flags .....	8
Pre-Race Procedures.....	8
Rookie Declaration.....	9
Class Advancement .....	9
Multiple Entries.....	9
Driver’s Meeting .....	9
Sponsors.....	9
Pit Policy.....	9
Dead Pits .....	10
Protests .....	10
Motor Tech Protest.....	10
Fuel Tech Protest .....	11
Class Tech.....	11
Race Classes .....	11
Race Procedures.....	12
<b>Open Wheel Kart Classes</b> .....	14
Boxstock.....	14
Junior Novice.....	15
Junior 1.....	16

Junior 3.....	16
Senior .....	17
Senior Clone .....	18
Safety / General .....	19
<b>Kage Kart Classes .....</b>	<b>20</b>
Mini 1 .....	20
Mini 2 .....	20
Senior Champ.....	24
Safety / General .....	21
<b>Micro Midget Classes .....</b>	<b>25</b>
B Class .....	25
Restricted 600 Class .....	25
A Class .....	26
Safety / General .....	26
Procedural / General.....	31

## **2011 GENERAL RULES**

### **Tri-State Karting, Inc.**

#### **INTRODUCTION:**

NSP General Rules and Technical Guide, ASCS2 Rules, 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 2011 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 course of 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 line up 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 TSK member may bring with them anyone whom may wish to drive their car as long as they have signed, and a TSK notary has notarized the waiver at the time of driving. There is no insurance coverage! Any non-TSK member may use the track if they have contacted a Board Member to accompany them at the track. They must also fill out the waiver that must be notarized by a TSK notary and pay a fee of \$30.00. 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 after it has begun to be prepared for the next race program, usually the Monday after each race night. 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 midgets sanctioned by TSK are allowed on the track. You must call the President or Treasurer for an appointment to practice. See Officers page for numbers.

#### **GENERAL:**

Races will begin approximately at 8:00 pm (even if hot laps are not complete). 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. Position for races not completed because of the time restraint will be scored in accordance with the main event line up. All classes shall be treated as equally as possible when races are shortened. No practice will be allowed for any class after the race event is over if the midnight deadline has expired. There are not exceptions to this rule. The Race Director has the

option to combine small kart count classes. Classes that may be combined are Mini 1/ Mini 2, and Jr. 1/Jr. 3.

No duplication of numbers allowed between classes that could be combined. These classes are Mini 1/Mini 2 and Jr 1/Jr 3. No prismatic numbers allowed in any class.

All races will be allocated a predefined amount of time to compete. The time will be determined by the Board of Directors. 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 review committee (Board of Directors) has the option of changing the maximum event duration if the current formula is not working inside time constraints.

Rainouts may be made up on Saturday night in the event enough races have been canceled due to weather. A minimum of 10 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 1 heat race. If a race is stopped due to inclement weather, race finishes shall be scored according to points accumulated in the heat races. Main events started or completed before a race rainout is called shall be scored as they ran and/or finished. The class that started their main shall be scored as they ran when the race was called for rain. If a race is called during the 1<sup>st</sup> heat race, and all classes have not ran, all drivers registered that night will receive 1<sup>st</sup> place points for the 1<sup>st</sup> heat race only. Rainout makeup dates shall be run the same as a regular race event night. All time constraints apply.

A kart/midget's sound level at full throttle will be checked with a meter 100 feet from the track and at 90 degrees to the direction of travel. Karts/Midgets not complying with this specification will not be allowed to race. Karts/Midgets losing their muffling device during a race will receive a mechanical black flag. Mufflers shall be mandatory for all classes per club vote 2005

Providing TSK has adequate funding, club members shall be awarded jackets if the driver has not already received a jacket from TSK and they have competed in over one half of the weekly race points events held at Tri State Speedway. To purchase a jacket see the club treasurer. Weekly trophies shall be awarded to 1st, 2nd and 3rd places, should the driver elect to receive trophies. Trophies not claimed within 3 weeks shall be recycled. End of the year awards are given to TSK members only.

**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.**

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 or any race official in the

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

As per vote of membership October 2007 and amended November 2007: there will be a no smoking rule in the TSK buildings during business hours and no smoking at all driver's meetings. Business hours will be posted. TSK buildings are: Sign In, Scale House, Bathrooms, Score tower, Garage and Concession.

### **MEMBERSHIP RESPONSIBILITIES:**

As per voting by club members in the October 2006 meeting, all memberships are required to complete a four hour work day as a requirement of membership. Work days shall be completed by April 30, 2010 or membership will be revoked and membership dues will not be returned. All members of TSK in 2009 shall be required to fulfill this requirement. New members shall have 6 weeks from the date they join TSK to fulfill these requirements. Workdays may be purchased for \$100 in lieu of working the required 4 hours. Non members and revoked members shall not receive end of the year awards, jackets or points. Membership is \$50.00 per family and members that are 18 years of age or older may hold memberships. Children of members that are 18 years of age must have their own membership. Fees for racing are \$15.00 for member drivers and includes pit pass. An additional \$10 entry fee shall be collected for each driver that is not a TSK member. All drivers and pit crew members are required to have a pit pass. Pit passes are \$10.00 for members and non members.

### **VOTING:**

Effective January 2009: 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 kage 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. Any new class must be proposed no later than the October club meeting. No vote shall take place on any proposed new class until the club has had 30 days for review and consideration. Approval deadline for any new class is December 1<sup>st</sup>.

### **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. There is no insurance at any other time. Medical insurance or other types of insurance are a discretionary decision of the race participant.

An approved rib protector is required in all open wheel classes for 12 years old and younger.

All weight plates must be painted white and have the kart number on them. Any weight that falls off a kart during a race event (heat or main) shall receive a technical black flag. No points in the heats and last place points in the main event if other post race requirements are met. If your weight falls off your kart during a race (heat or main) you may not weigh it with your kart in post weigh in. All weights must be attached to kart with grade 8 bolts and be pinned.

### **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 castle-therefore please respect other racer's pit areas, 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.

### **SCORING:**

All karts/midgets must have a front and rear number. See class rules for number placement on karts. 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 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. Non members shall be awarded points during a race event to determine line up of the main event but will be removed from finishes after the event is completed. Member drivers shall be moved up in the finish order to determine points.

## **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. 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 instead of a hard zero for the night.
- 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.
- 4) Motor Tech Violation - Illegal motor - On the first violation, no points for entire event and will score as a hard zero that cannot be dropped. TSK will take possession of illegal part. Second violation of this rule will result in loss of all accumulated points in the driver's name. Third offense will result in suspension for the remainder of the season.

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

## **PRE-RACE PROCEDURES:**

Registration will close at 7:00pm. Entries after 7:00pm will start "scratch" in ALL RACES for that event unless prior arrangements have been made with the chief of registration.

Arrangements must be made for each event by calling Patti Reynolds at 806-231-0657. Midgets see your track option page for cars that do not arrive in time to pack the track. It is suggested that you sign in as soon as you arrive at the track to prevent missing the deadline for sign in.

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, 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.

**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 race events. Any first time Midget driver at Tri-State Speedway will be considered a rookie driver. Veteran Boxstock drivers shall be considered a rookie when advancing.

**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:**

Per vote in 2006, 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. Karts that switch drivers shall receive a hard zero for that 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 Patti Reynolds at 806-231-0657.

**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.

**PIT 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. During the race season, the Board of Directors has the option to revisit and change rules and procedures in each class if problems are occurring. This is not protestable.

All participants will clean their respective pits before leaving the race track. Trash containers will be available at several locations in the pits. This means everything (i.e. tear-offs, paper, candy wrappers, cans, etc.). 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.

No bicycles, tricycles or battery operated vehicles are allowed in the pit area unless they are for the handicapped.

An oil collection station/barrel will be provided by TSK. Dumping or spilling oil on the ground will result in a hard zero for the date of the incident.

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.

**Anyone in a restricted area, including the pits, shall be subject to disciplinary actions by the race director, race officials, and the board.**

#### **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. (Ex. 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.

#### **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.

#### **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). If protested motor owner refuses tear down, driver will receive a hard zero for

the entire night's race event. The protestor's motor is also presented at the time of protest. Tear down will occur by tech inspector designated by TSK board at agreed upon time. If protested motor is found to be illegal, protestor's motor shall be returned unopened. If protested motor is found to be legal, protestor's motor shall be torn down. The \$100.00 (less cost of tear down) will be divided equally between the motor owner (that was protested but found to be legal) and TSK. Funds shall be deposited into TSK's general fund. If protested or protestor's motor are found to be illegal, the driver(s) receive a hard zero for the entire night's event. Illegal parts will be confiscated by TSK officials and returned to the owner at the end of our race season. Disciplinary action on illegal motors shall be: 2nd offense: loss of accumulated points (up to and including the point of infraction) in the class the infraction occurs in. 3rd offense: rest of the season suspension.

### **FUEL TECH PROTEST:**

Protest fee is \$50.00 and must be presented in cash to a TSK official (any board member or the race director). Funds shall be deposited into the TSK General Fund to offset the costs of the fuel kits. The Fuel Tech Protest Fee is non-refundable. If protested kart/midget owner refuses fuel tech, the driver will receive a hard zero for the entire night's race event. The protestor's fuel must also be presented at time of protest. Karts/midgets involved in the protest shall immediately be taken to the Tech Impound Area. Only TSK officials or TSK board members shall take the fuel sample for testing. If protested fuel is found to be legal, the protestor's fuel shall also be checked. If fuel is found to be illegal, disciplinary measures shall follow the same procedures as a motor tech protest.

### **CLASS TECH:**

In the event of a class tech: Refusing to tech: 1st offense- hard zero for the entire night's events. 2nd offense- loss of all accumulated points up to and including the point of the infraction in the class that the tech was refused. 3rd offense- suspension for the remainder of the race season. This rule will apply even if the driver is enrolled in two or more classes.

Ex. Refusing to tech will result in the loss of all points in the class the refusal was issued. This refusal will follow the driver regardless of the class they may be running in and a second refusal in any class the driver refuses tech in will result in suspension for the remainder of the race season from Tri-State Speedway). The suspension will apply to all events and or classes at Tri-State Speedway. Having a tech called on any class is not protestable and the class members shall not decide if a tech shall be called off. Any member of the class that is a registered driver for that event night may ask the Race Director or President for a class tech. It will be the decision of the Race Director or President whether or not to call for a tech. This decision is not protestable.

### **CLASSES:**

Boxstock, Junior Novice, Mini 1, Mini 2, Junior 1, Junior 3, Senior, Senior Clone, Senior Champ, B Midgets, Restricted 600, and A Midgets.

See individual pages for class rules and options.

### **RACE PROCEDURES:**

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.

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. No minors on push vehicles. You must be 18 years old to be in the infield unless signed in as a driver and during that driver's event.

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. See officers page for list of officials and officers.

All competitors are expected to be on the pre-grid and in their starting order 5 minutes prior to their race. All classes are included in this, including the A and B midget classes. Midgets need not start their engines in the pits; however, they will be in place on the pre-grid. 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. 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. 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 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/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 protestable. 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.

Races will be restarted using the back straight cone for midgets after the completion of the first lap. Karts shall restart at the start line in turn four. No midget is allowed to pass another midget until after passing the cone. Hitting the cone shall result in a yellow flag and the offender shall go to the back of the field. The lead midget shall maintain a parade lap speed until exiting turn two. The flagman has the option of sending the lead midget to the rear if they increase their speed before exiting turn two. Midgets will be stopped for the Race Director to line cars up in the proper order if not properly lined up within one lap. Stopping the midgets to correct line up

problems is not considered a red flag. I.E. the elapse clock is not stopped. NOTE: The Flagman and/or Race Director have the option to use an alternate starting method.

All kart/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/midgets that roll onto their side). This is not protestable. 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. 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/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 post race requirements. This is not protestable and is per our insurance regulations. Kart/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. All Junior Open Wheel - Heats 10 laps, Mains 12 laps. Mini 1 & 2 – 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 pushback rule is in effect except for the following classes: Boxstock, Mini 1 and 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/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. Midget/karts in the infield should proceed to turn one and be ready to leave the race area when the race is over.

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

A driver will be black flagged if he causes three cautions during the race. This is not protestable. The charge of a yellow flag to a driver is at the race official's discretion. This is also not protestable.

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.

No one is allowed in the race area without the Race Director, Pit Steward or designee'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.

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.

### **OPEN WHEEL KART CLASSES**

Classes: Boxstock, Junior Novice, Junior 1, Junior 3, Senior, Senior Clone

Note: Any reference(s) to NSP (National Speedway Partnership) rules incorporate the most current revision and can be found at <http://www.kartseries.com>. A copy of NSP and TSK rules will be available in the Sign-In building.

#### **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. Any motor allowed
  - b. Any type of air filter
  - c. Any exhaust system, not to exceed beyond rear bumper. Mufflers are mandatory.
  - d. Any type clutch – must be functional; no direct drives
  - e. Governor must be connected and functioning properly or throttle stop installed. The governor or throttle stop must be easily adjusted to limit lap elapse time of kart. The Race Director may make suggestions on adjustments. Recommend using throttle stop method as it is easier to adjust.

3. WEIGHT
  - a. No minimum or maximum weight for this class only.
4. CHASSIS
  - a. See information for Open Wheel Karts.
5. BODIES
  - a. NSP competition Junior Body
  - b. No steering fairing allowed.
6. WHEELS & TIRES
  - a. Any 5" or 6" aftermarket racing wheel.
  - b. Open tire rule for this class only.
7. FUEL
  - a. Automotive gasoline (no additives) or methanol (no additives)
8. MINIMUM LAP TIME: 22 seconds.
  - a. Violation of lap time shall be posted on the grid board.
  - b. Time monitoring by Race officials is not protestable.
  - c. Violation of the minimum time from 19.01 seconds to 21.99 seconds will result in last place points, with the allowance of two minor break outs (from 19.01 to 21.99) during each heat or main as long as the infractions do not occur on the last two laps of each heat or main. A black flag will not be displayed for a minor infraction of time.
  - d. Violation of the minimum time from 19.00 seconds and faster will result in a black flag and zero points.
9. Veteran Boxstock drivers shall be considered rookies when advancing to another class.

### **Junior Novice**

GENERAL: TSK general rules and procedures and NSP 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. Briggs 5 HP Stock Flathead, NSP Tech rules apply
  - b. Flat NSP/Buller .375 Restrictor Plate
  - c. Muffler mandatory
3. WEIGHT
  - a. 250 lbs minimum with driver
4. CHASSIS
  - a. See information for Open Wheel Karts
5. BODIES
  - a. NSP competition Junior Body
  - b. No steering fairing allowed

6. WHEELS & TIRES
  - a. Any 5” or 6” aftermarket racing wheel
  - b. Spec Tire: Maxxis HT3 tires only
7. FUEL
  - a. Methanol (no additives)

### **Junior 1**

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

1. AGE
  - a. The age for this class is the attained age of 8 (must have had 8th 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. MOTOR
  - a. Briggs 5 HP Stock Flathead, NSP Tech rules apply
  - b. .425 Purple Restrictor Plate
  - c. Muffler mandatory
3. WEIGHT
  - a. 265 lbs minimum with driver
4. CHASSIS
  - a. See information for Open Wheel Karts
5. BODIES
  - a. NSP competition Junior Body
  - b. No steering fairing allowed
6. WHEELS & TIRES
  - a. Any 5” or 6” aftermarket racing wheel
  - b. Spec tire: Maxxis HT3 tires only
7. FUEL  
Methanol (no additives)

### **Junior 3**

GENERAL: TSK general rules and procedures and NSP 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. Briggs 5 HP Stock Flathead, NSP Tech rules apply
  - b. .575 Gold Restrictor Plate

- c. Muffler mandatory
- 3. WEIGHT
  - a. 320 lbs minimum with driver
- 4. CHASSIS
  - a. See information for Open Wheel Karts
- 5. BODIES
  - a. NSP competition Body,
  - b. Steering Fairing allowed.
- 6. WHEELS & TIRES
  - a. Any 5" or 6" aftermarket racing wheel
  - b. Spec Tire: Maxxis HT3 tires only
- 7. FUEL
  - Methanol (no additives)

### **Senior**

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

- 1. AGE
  - a. The age for this class is the attained age of 16 up. Ages are based on attained age or age as of Dec. 31st of the previous year you are competing in.
  - b. 15 years of age is an option year and may drive in Junior 3 or Senior
- 2. MOTOR
  - a. Briggs OHV Stock Animal, NSP Tech rules apply
  - b. Muffler mandatory. See NSP Rules.
- 3. WEIGHT
  - a. Briggs OHV Stock Animal: 350 lbs with driver
- 4. CHASSIS
  - a. See information for Open Wheel Karts
- 5. BODIES
  - a. NSP competition Body,
  - b. Steering Fairing allowed.
- 6. WHEELS & TIRES
  - a. Spec Tire: Maxxis HT3 tires only
- 7. FUEL
  - a. Methanol (no additives)

## **Senior Clone**

GENERAL: TSK general rules and procedures, as well as, AKRA tech rules apply to this class.

1. AGE
  - a. The age for this class is the attained age of 15 years and up.
2. MOTOR
  - a. Clone, 6.5 OHV only.
  - b. AKRA tech rules apply.
3. WEIGHT
  - a. 375 lbs with driver
4. CHASSIS
  - a. See Open Wheel Karts.
5. BODIES
  - a. See Open Wheel Karts.
6. WHEELS and TIRES
  - a. Any 5" or 6" aftermarket racing wheel
  - b. Open tire rule
7. FUEL
  - a. 87 octane gas only
8. CLUTCH
  - a. Any Clutch.
9. HEADER and MUFFLER
  - a. Any single header, maximum length 22", minimum length 18". Silencer must be RLV91 with .1285 no go hole. Header must be wrapped from flange to muffler.
  - b. Muffler mandatory
10. CLAIMER RULE
  - a. You must finish in the top 3 to purchase the winner's engine for \$200.00 PLUS your engine.
  - b. Engine must be in good working order.
  - c. Claimer motor is minus the clutch, chain guard, throttle kit, header pipe, muffler, air filter, adaptor, top plate, and fuel pump.
  - d. ONLY ONE CLAIM PER RACE SEASON PER DRIVER ALLOWED.
11. CARBURETOR/FUEL TANK REQUIREMENTS
  - a. Floor mounted fuel tank mandatory (stock tank must be removed).
  - b. Pulse type fuel pump allowed, fuel pump must be pulsed from either the crank case or the valve cover. You may install a flat metal plate in the original tank location for the purpose of mounting the throttle linkage and fuel pump.

**The following applies to all Open Wheel Kart classes**

(Boxstock, Junior Novice, Junior 1, Junior 3, Senior, 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. Numbers must be displayed according to NSP rules. Numbers must be on a contrasting background and at least 6" tall. No prismatic numbers allowed.
3. Protective Gear: MANDATORY
  - a. Helmet must be full faced Snell 2005 or newer with face shield.
  - 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. See NSP rules.
  - g. Shoes must cover entire foot and ankle. No sandals. High top shoes must be laced, buckled or secured as designed.
  - h. ***Rib protectors are mandatory for drivers under 12 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. See NSP rules.
  - e. Weights exceeding 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned. See NSP rules.

## **KAGE KART CLASSES**

Classes: Mini 1, Mini 2, Senior Champ

Note: Any reference(s) to NSP (National Speedway Partnership) rules incorporate the most current revision and can be found at <http://www.kartseries.com>. A copy of NSP and TSK rules will be available in the Sign-In building.

### **Mini 1**

GENERAL: TSK general rules and procedures and NSP 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 10 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. Briggs 5 HP Stock Flathead, NSP Tech rules apply
    - i. .425" Blue Restrictor Plate
  - b. Briggs OHV Stock Animal, NSP Tech rules apply
    - i. .250" Black 3-Hole Restrictor Plate
  - b. Muffler mandatory
3. WEIGHT
  - a. Briggs 5 HP Stock Flathead: 325 lbs with driver
  - b. Briggs OHV Stock Animal: 360 lbs with driver
  - c. TSK Board of Directors has the option to alter weight in this class for safety if needed.
4. CHASSIS
  - a. See information for Kage Karts
5. BODIES
  - a. See information for Kage Karts.
6. WHEELS & TIRES
  - a. Any 5" or 6" aftermarket racing wheel
  - b. Any aftermarket racing tire
7. FUEL
  - a. Methanol (no additives)

### **Mini 2**

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

1. AGE
  - a. 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).
2. MOTOR
  - a. Briggs 5 HP Stock Flathead, NSP Tech rules apply
    - i. No Restrictor Plate
  - b. Briggs OHV Stock Animal, NSP Tech rules apply

- i. .312" Gold 3-Hole Restrictor Plate
  - c. Muffler mandatory
- 3. WEIGHT
  - a. Briggs 5 HP Stock Flathead: 325 lbs with driver
  - b. Briggs OHV Stock Animal: 325 lbs with driver
  - c. TSK Board of Directors has the option to alter weight in this class for safety if needed.
- 4. CHASSIS
  - a. See information for Kage Karts
- 5. BODIES
  - a. See information for Kage Karts.
- 6. WHEELS & TIRES
  - a. Any 5" or 6" aftermarket racing wheel
  - b. Any aftermarket racing tire
- 7. FUEL
  - a. Methanol (no additives)

**The following applies to Mini 1 and Mini 2 Kage Kart classes**

**SAFETY/GENERAL**

- 1. An ABC fire extinguisher is required in ALL pits.
- 2. Chassis:
  - 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. For Mini 1 and Mini 2 ONLY: suspension karts allowed; only 1 shock/spring per wheel.
    - vi. No part of the kart chassis may be adjusted while the 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.
    - ii. Bumpers and nerf bars must have rounded ends, no sharp edges allowed.
  - c. Roll Cages:
    - i. Roll cage is required and must be securely welded or bolted to frame.
    - ii. Cage must be constructed of minimum 3/4" O.D. tubing, No conduit cages.
    - iii. If a custom built roll cage is presented for competition, it must be constructed of a continuous loop, not pieced within 6 inches of a corner. No plumbing pipe or plumbing nipples allowed.

- iv. All roll cages must be approved by the Tri State Karting Board of Directors and it's designated tech for 2011.
  - v. A or H frame construction behind driver required.
  - vi. Any roll bar padding must be fire retardant. No plumbing insulation.
  - vii. 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. The steering system shall be direct acting and of suitable design for maximum safety. Rack and Pinion type systems approved. Steering designs using a Pittman arm must be constructed so arm may not rotate over center and cause Reverse steering. All collars and other devices used on the steering column Shaft shall be secured to prevent possible loss. All bolts used in the steering shall be grade 3 or better and shall be 5/16" minimum diameter. All steering assembly bolts and nuts, including spindles and kingpins, shall be safety wired or cotter keyed. All rod ends shall have universal type swivel joints and jam nuts. The steering shaft shall be solid steel, minimum diameter 5/8". Shaft must be equal to or greater in strength than cold rolled steel.
    - ii. Steering wheel must be equipped with a quick release devise.
    - iii. Quick release device must be bolted to steering wheel with drilled bolts and safety wired together.
  - f. Wheelbase, Height, and Width:
    - i. Wheel base is 38" minimum to 63" maximum.
    - ii. Height is 30" minimum to 50" maximum (Measured from frame rail to the highest point of the cage)
    - iii. Width is 34" minimum to 50" maximum. (Measured from outside tire to outside tire)
  - g. 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. Disk 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 built of aluminum, 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 may be steel or aluminum. NO TITANIUM 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. Right side cage net MANDATORY.
  - b. 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.
  - c. All karts must have commercially manufactured 5-point safety restraints securely attached to the frame. MANDATORY
  - d. All karts must have commercially manufactured arm-restraints. Restraints must be attached to the driver's safety harness, not the steering column. MANDATORY
  - e. A kill switch mounted inside kart within driver's reach is MANDATORY.
7. Protective Gear: MANDATORY
- a. Helmet must be full faced Snell 2005 or newer with face shield.
  - 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 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. See NSP rules.
  - 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. See NSP rules.
  - e. Weights exceeding 7 lbs shall incorporate usage of at least two 5/16" (minimum size) grade 8 bolts and be pinned. See NSP rules.
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.
10. Motors:
- a. Motor may be mounted on left side, right side, or rear of kart.

### **Senior Champ (Updated 2/19/2010)**

Note: Any reference(s) to NSP (National Speedway Partnership) rules incorporate the most current revision and can be found at <http://www.kartseries.com>. A copy of NSP and TSK rules will be available in the Sign-In building.

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

1. AGE
  - a. The age for this class is 15 years of age up. Ages are based on attained age or age as of Dec. 31 of the previous year you are competing in.
2. MOTOR
  - a. Blue Wazoom Flathead (using available tech rules from NSP)
  - b. Blue Wazoom OHV Animal (using available tech rules from NSP)
    - a. Muffler mandatory
3. WEIGHT
  - a. Blue Wazoom Flathead: 375 lbs with driver
  - b. Blue Wazoom OHV Animal: 425 lbs with driver
4. CHASSIS
  - a. See NSP Rules for further specs
  - b. Wrsit restraints are mandatory.
5. TIRES
  - a. Spec tires are Burris SS55, B55, Maxxis HT3
6. FUEL
  - a. Methanol (no additives)
7. SAFETY
  - a. SFI fire rated jacket mandatory.
  - b. Snell 2005 or newer helmet required.

## **MICRO MIDGET CLASSES (Updated 2/19/2010)**

Classes: B Class, Restricted 600 Class, A Class

Note: Any reference(s) to ASCS2 rules incorporate the most current revision. ASCS2 and TSK rules will be available in the Sign-In building.

### **B Class Midgets (Non-wing only)**

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

1. AGE
  - a. Age is 10 years and up (must be attained age of 10), with 1 year prior driving experience not including Boxstock.
2. MOTOR
  - a. Honda C.R. 125 stock single cylinder two-stroke motor, no larger than 125cc
    - i. Shall be stock stroke and bore, may use cool head
    - ii. WILL BE ALLOWED TO RUN AS LONG AS THEY RACED IN THE 2010 SEASON, HOWEVER THEY WILL NO LONGER BE ALLOWED IN 2012 SEASON.
  - b. Kawasaki Ninja EX 250 four-cycle inline two cylinder motor
  - c. General
    - i. No modifications allowed.
    - ii. Must be stock.
    - iii. Stock carburetor, fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve.
    - iv. No aftermarket ignitions allowed.
3. WEIGHT
  - a. 675 lbs minimum with driver
  - b. Honda C.R. 125 stock single cylinder two-stroke motor, weight limit is a minimum of 750 lbs.
4. FUEL
  - a. Methanol or Gasoline allowed.
  - b. Upper lube allowed for the Honda C.R. 125 stock only.
  - c. No other additives allowed.

### **Restricted 600 Midgets**

GENERAL: TSK general rules and procedures and ASCS2 rules apply to this class.

1. AGE
  - a. Age for this class is the attained age of 10 years and up with 1 year driving experience in another class excluding Boxstock.
  - 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.
  - b. Restrictor Plate
    - i. Must have hole diameter of .750" inside.
    - ii. Must be flat: no cones
    - iii. Outside must be tight against inside of boot.
    - 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.

### **A Class Midgets**

GENERAL: TSK general rules and procedures and ASCS2 rules apply to this class.

1. AGE
  - a. Age for this class is the attained age of 14 years with 2 years driving experience in another class excluding Boxstock.
  - 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
  - b. Cars that weigh 758 lbs or less will have the fuel tank level checked or drained and re-weighed.
4. FUEL
  - a. Methanol or Gasoline allowed.
  - b. No additives allowed.
5. MISCELLANEOUS
  - a. Wing bolts and shocks may be drilled only.

### **The following applies to all Midget/Micro classes**

(B Class, Restricted 600, 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 2005 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:
    - i. Only 1 OEM black box with manufacturer's part number to be used on that specific make.
    - ii. Any type of box that has an external adjustment is considered illegal.
    - iii. Boxes allowed include stock black box style Honda "HRC" version or "Yamaha Racing" versions.
    - iv. No aftermarket CDI (ignition black boxes) allowed.
    - v. Aftermarket timing advancers are illegal.
    - vi. Cam gears that are re-drilled, slotted, or altered are illegal.
    - vii. Internal charging system components must remain in the motor.
  - d. Carburetors: (A Class and Restricted 600 class only)
    - i. Any 600 cc OEM CV carburetors allowed
    - ii. No Flat sides allowed.
    - iii. No aftermarket carburetors allowed.
  - e. Air box:
    - i. Any air box, stock appearing, aftermarket washable replacement air filter allowed.
  - f. Valve train:
    - i. Valve seat inserts may be reworked.
    - ii. Valves must remain as produced with no modifications.
    - iii. Valve springs may be shimmed with standard or aftermarket shims.
  - g. Cylinder Head:
    - i. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place.
    - ii. Intake and exhaust ports may not be bead blasted.
    - iii. Cylinder head gaskets may be replaced only with OEM stock parts (all 3 layers of the head gasket must be used).
  - h. Exhaust:
    - i. Any exhaust header allowed.
    - ii. Mufflers are mandatory.

- i. Other gaskets:
    - i. All other gaskets may be replaced with duplicate aftermarket type.
    - ii. Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed.
  - j. Fuel System:
    - i. Stock fuel injection will be allowed to use gasoline or methanol (A Class).
    - ii. No external adjustments will be allowed from the cockpit while seated in the driving position.
    - iii. Any fuel mapping system, **for the control of fuel only**, is allowed on fuel injected engines.
    - iv. Fuel injection engines may run carburetors.
      - 1. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve.
    - v. Billet intake boots allowed.
    - vi. Bladder not mandatory.
  - k. Modifications allowed:
    - i. Modified oil pan & pickup or aftermarket allowed.
    - ii. Modified thermostat cover or aftermarket allowed.
    - iii. Modified water pump cover or aftermarket allowed.
    - iv. Aftermarket cam chain tensioner allowed for safety of motor.
    - v. Cosmetic changes may be made to allow mounting of motor in chassis.
  - l. Sprocket:
    - i. 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 inside the nerf bar area.
  - 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 and A Class Only: Right rear tire must be a minimum 50-durometer compound Hoosier, ASCS 2, or American racer "NMMA" tire. Siping and regrooving will be allowed. Tire durometer check will be done at least 15 minutes after the races to allow for cool down. Air bleeders are allowed.
14. Ballast:
- a. Any material used for 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
    - i. Mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area.
  - b. Restricted 600 and A Class
    - i. 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.
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 Only: Any type transmission is legal.
  - b. Restricted 600 and A Class only: Motors must have transmission with all stock gears in working order.
    - i. Transmission gears may be shimmed only for the purpose of proper engagement.
      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 and A Class
    - i. The top wing shall be 10 sq. ft maximum.
    - ii. The right sideboard shall be 18" x 48" maximum.
    - iii. Left sideboard shall be 24" x 48" maximum
    - iv. All wings must have a 1/16" radius edges or edging. No raw edges.
    - v. Wing sides cannot be more than 4" below top of roll cage.
    - vi. Nose wings:
      1. Cannot exceed 18" x 24", and must carry car number.
    - vii. 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.
    - viii. 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.

- ix. NO COCKPIT ADJUSTABLE WINGS ALLOWED. Wing center section has to be one piece. No split or multi-staged nose or top wings allowed.

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 1<sup>st</sup> Heat; 2<sup>nd</sup> Heat Inverted. For the Main Event, drivers will first be sorted based on high-point accumulation from both heats, highest points to lowest points, followed by a Coin-Toss to determine Main Event lineup. Coin-Toss resulting in "heads" will run Main Event "heads-up". A Coin-Toss resulting in "tails" will run the Main Event Inverted. Coin-Toss for each class will be performed by race officials after heats have been completed. Drivers must acquire heat race points to get a position in the main event. A driver must take a green flag in both heats to be lined up in the main event. If a driver has not taken a green flag in both heats, they will be required to start at the back of the line up. Midget drivers must also take a checkered flag 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 line up.
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 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. NSP and 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.

END