



2022 Rules and Regulations

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2022 CLUB RULES

1. It is the responsibility of all participants to be knowledgeable of the following TCKC rules and the 2022 **National Karting Alliance (NKA)** Rules and Regulations.
2. It is the responsibility of the participants to conduct themselves in a courteous and sportsman-like manner.
3. It is the responsibility of all participants to keep the track and facilities clean and pick up after themselves.
4. It is the responsibility of **ALL CLUB MEMBERS** to actively attend club meetings and work parties.
5. It is the responsibility of all participants to treat all TCKC personnel with respect. This includes but not limited to: Registration, Scale worker, Corner Workers, Flagger, Grid Steward. **Any harassment of these individuals may result in disqualification for the day as determined by the race director, and potential further action by the Board of Directors.** See penalties in section 16.
6. Events will be run rain or shine. The Race Director will not declare a Rain Race, but if a sudden downpour occurs the competitors will have 15 minutes to change their tires and setups for rain. Per Race Directors discretion, if the next group that is scheduled to run is ready, they will run while the previous group is changing their setups.
7. Karts must have an operating transponder attached to be scored at TCKC (see page 7).
8. Individual club race awards will be provided to all Kid Karts and top three in Junior 1 classes. All other finishing positions will receive placement tags. Non-members may race but will receive trophies only if they conform to all rules.
9. Drivers must be club members and conform to all rules in their class, and must race a minimum of **5** races (per class) to be eligible for Championship awards. Points will be awarded to all drivers based on finishing position but only count toward the season championship for club members. Points will only count for club members based on when their membership is paid. No retroactive points will be awarded for

membership payment received after the first race. Classes must average 3 competitors per race for the season to be eligible for Season Championship awards.

10. There will be eight (8) scheduled club point races for the 2022 race season with two (2) throwaways. Any disqualification cannot be used as one of the racer's throwaways.

11. **Scoring Tower and Flag stand Access:** **DO NOT ENTER SCORING TOWER OR FLAGSTAND AREA.** No one may enter the scoring tower or flagstand area during a race except the race officials and personnel. Violation of this rule by a driver or associate **WILL** result in the disqualification of the driver. **THIS RULE WILL BE STRICTLY ENFORCED.** Race results and points will be posted as quickly as practical.

12. Race/Practice day and pit pass fees will be as follows:

a) Race Event Fees:

I) 1st Entry Fee

- \$80.00 for TCKC members - \$100.00 for Non-members

II) Additional entries

- \$50.00 for TCKC members - \$100.00 for Non-members

III) Pit Pass Armband

- \$10.00 Event Pass (Everyone/Non Driver)
- \$5.00 Race Day Only (Everyone/Non Driver)

b) Practice Day Fees

I) Drivers Pass

- \$40.00 **Per Day** for TCKC members - \$50.00 **Per Day** for Non-members

II) Pit Pass

- \$ 5.00 **Per Day** (Everyone/Non Driver)

- c) Single day practice track rental is \$400.00 per day(includes 2 drivers), plus \$125.00 for each additional driver. A day is considered from 8:00am to 5:00pm. There is no partial day pricing. Track rental is only on scheduled closed days (when a board member is available). For larger groups alternate group pricing must be approved by TCKC BOD.
- d) Facility lease for an Event is \$10,000 per day with an additional \$5,000 deposit. The additional \$5,000 deposit will be returned after the facility is verified to be in equal/better condition than when received by the lessee, any damages will be deducted from this amount. Alternate pricing must be approved by TCKC BOD.

13. Annual Tri City Kart Club membership dues will be as follows for Karts and Supermoto:

a) **Family membership dues (same household) - \$200.00**

b) **Single membership dues - \$150.00**

c) Membership applications can be obtained at the Annual Rules Meeting, at the track during registration, or on the TCKC web site (www.tckc.net). TCKC will maintain membership records and the official TCKC membership list.

14. Full season pit lease fees will be \$150.00 for inside locations (#5 - #30) and \$300 for spaces along the north fence (#31 – 34) and south fence (#1 - #4). Otherwise the fee to use an inside asphalt pit spot will be \$30 per club race weekend. Fees for pits not leased prior to the first club race may be prorated by the TCKC Board of Directors at their discretion. A season pit lease entitles the lessee to use the designated pit for TCKC club race weekends for the entire race season. Subleasing or renting of reserved pit space is strictly prohibited. Pit spaces will be given to members on a first come first serve basis; however, members who have leased space during the previous season have the right of first refusal. Season pit lease requests (new or renewed) and payments should be given to the TCKC Treasurer/Paid by first practice weekend. Each lessee is responsible for keeping their pit area clean and safe (Refer to Pit Rules). Any damage or dangerous situations (i.e. electrical or structural damage) must be reported to the TCKC Board of Directors. Lessee's will be asked to remove all equipment for non TCKC events (ICP Cup, SNS, Supermoto, etc).

15. The practice of running engines at high rpm for extended periods will no longer be allowed in the pits, pre-grid or grid areas.

- a) No running on the stand is allowed outside of your pit, with the exception of shifters provided the **wheels are not in motion.**
- b) Running the engine in the pit area for maintenance purposes will only be permitted at modest rpm levels for limited periods of time.

16. Penalties for Off Track Misconduct:

Severe Penalties - Including theft of \$200.00 or more, fighting, vandalism to TCKC or Racer's Property, any form of Intoxication while Racing/Practicing

- 1st Offense: 1 Year suspension, 1 Year Probation
- 2nd Offense: Lifetime Suspension

Major Penalties - Including Underage Drinking/Drugs, Contributing to Underage Drinking/Drugs, Theft of less than \$200.00

- 1st Offense: 1 Race Suspension, 1 Year Probation
- 2nd Offense: 1 Year Suspension, 1 Year Probation
- 3rd Offense: Lifetime Suspension

Actions detrimental to TCKC - Including Extreme Language, Creating a Hostile Atmosphere, Anything that could be considered taking away from a "family" environment.

- 1st Offense: 6 Month Probation
- 2nd Offense: 1 Race Suspension, 1 Year Probation
- 3rd Offense: 1 Year Suspension, 1 Year Probation
- 4th Offense: Lifetime Suspension

Probation: Probation will be considered that anytime you are at the TCKC facility, you will conduct yourself in an orderly manner any time you are on and off the

track. Any actions can be considered a violation of Probation with a minimum of a one race suspension up to a Lifetime Suspension.

2022 EQUIPMENT RULES

As of January 2011 every kart must have a full-width rear bumper – CIK approved or correctly constructed steel replacement.

As of March 2006 Kid Kart & Junior I entrants must wear a chest protector.

1. Numbers: Racing numbers will be issued at registration, if previously not assigned. Numbers and plain background number panels must be clean, readable and acceptable to the Chief Scorer. The Chief Scorer and/or the pit steward will inform you if your numbers are not readable. Four sets of numbers are required (front, back, and both sides).
2. The TCKC track is equipped with the AMB Mylaps electronic timing system. All drivers must have an AMB transponder (TranX 160, TranX 260, X2) to compete. No allowance will be made for manual scoring. Transponders must be placed a minimum of 12 inches behind the centerline of the top of the king pin to the leading edge of the transponder. It is the driver's responsibility to assure proper charging and mounting of the transponder.
3. Only engines sanctioned by **NKA** and/or local rules may compete for awards. The officials of the Tri City Kart Club will maintain a list of approved engines. Weights shall be as per the approved club class listing. Racers that do not make weight shall not be allowed back on the track until they are cleared by the race director as making weight.
4. All classes will be required to run **LeCont Red Tires**. The **LeCont 6.00 Rear** tires will be required for Senior & Jr2 4-cycle classes. **LeCont 7.10 Rear** tires will be required for 100CC, TaG, Shifter, & Rotax classes. Rain tires will be allowed at the discretion of the driver. Any manufactured treaded kart racing tire is allowed. **(No rain tires allowed in Kid Karts)**. Tires used for time trials must be used for all heat races and mains, and can only be changed upon receiving permission from the race director. Drivers should start the days racing with serviceable tires since tires failing from wear-out will be subject to a black flag as dangerous equipment and cannot be replaced. Damaged tires from racing accidents may be replaced on a like for like basis with permission from the race director.

Absolutely no tire treatments allowed.

5. Driver Safety and Gear:

All gear must be for karting – no car racing suits (nomex) will be allowed

- a) **Jackets:** Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials.
- b) **Pants:** Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials. All pant legs will be secured in such a manner to insure a closed pant to prevent clothing from catching on the kart.
- c) **Footwear:** Boots or high top shoes will be constructed of abrasion resistant materials. They will be constructed in a manner to cover the ankles and to prevent or minimize abrasions.
- d) **Neck Collar:** Must comply with current **NKA** rules. **SHALL** be worn by all with the exception of seniors, though highly recommended for everyone.
- e) **Gloves:** All gloves will be made of heavyweight, abrasion resistant materials.
- f) **Head Gear:** Full coverage (full face) helmets designed for competitive motorsports use are mandatory and must comply with one of the following:

Snell Foundation Specifications Legal Until

- M 2015 12/31/2025
- SA 2015 12/31/2025
- M 2020 12/31/2030
- SA 2020 12/31/2030
- K 2015 12/31/2026
- CMS 2016 12/31/2026
- CMR 2017 12/31/2026

Note: All models of Snell 2000, 2005 and 2007, 2010 helmets are no longer legal.

SFI Specifications Legal Until

- SFI 24.1/2013 Expires 12/2023
- SFI 31.1/2013 Expires 12/2023
- SFI 41.1/2013 Expires 12/2023

Note: BSI A-type and A/FR types are legal for 10 years after date of manufacture.

Helmet must be in good condition and is subject to pre race technical inspection. It

may also be inspected if it is damaged in an accident*. The driver is responsible for making sure that his or her helmet fits properly and is securely fastened before entering the racing surface. In the case of a minor, this is the parent or **guardian's** responsibility. Failure to properly secure the helmet before entering the racing surface may result in a disqualification.

g) Hair: All long hair will be a safety tech item. Competitors with long hair will have to demonstrate a satisfactory method for retaining their hair. Simply tucking hair **into a driving** suit is not acceptable.

h) It is the responsibility of the parents/guardian of Kid Kart & Junior I drivers to ensure that they are wearing a chest protector any time they are operating a kart at TCKC, NO EXCEPTIONS!!

6. All 2 cycle classes except shifter classes shall have an approved air box.
7. 4 cycle engines shall be required to use approved mufflers.
8. All Kart specifications and safety requirements noted in the latest **NKA** Technical Manual are also bound by the Tri City Kart Club. Weight ballast shall be white in color.
9. To be eligible for Championship points, all competitors must run the tires specified in section 4. Kid Karts electing to not run the LeCont tire will be eligible for Championship points, but ineligible for LeCont provided Championship awards.
10. Pre tech will be performed by the driver or parent/guardian in the case of a minor. The Pre-Tech Certification Sheet will be required to be completed and turned into registration before the kart enters the track on race day. Failure to do so will result in a penalty at the discretion of the race director.
11. **Fuel Rule:** Fuel must test less than or equal to 10 points positive of the 87 octane pump gas race day fuel sample obtained at the Conoco station located at 2201 Stevens Dr, Richland, WA. Race fuel or non-alcohol blended fuel may be used, but must pass the test. Fuel may be tested at the discretion of the race/tech director at any time deemed necessary. One courtesy fuel test will be provided upon request at the start of the day.

2022 RACE RULES

1. First time Junior drivers are required to grid at the back of the pack for the first 3 full races, and Senior drivers for the first 2 full races. During the actual racing heats, first time drivers may pass and move ahead during the race. A large **X** must be placed on the back of the driver's helmet to warn others they are a new driver. First time drivers must gain technical and driving experience prior to attempting to race by completing at least two days of practice in advance of their first race. On race day, first time drivers must display adequate control of the kart. The above discussion applies only to first time drivers, not seasoned drivers new to a different class.
2. At the Flaggers and Race Directors discretion, a driver may be warned, sanctioned and even prevented from racing if they display signs that they are a danger to themselves or other drivers. Typical dangerous maneuvers include but are not limited to: failure to hold a steady line, aggressive cutting off of another driver in a corner, excessive blocking of a faster kart and excessive bumping of a kart from behind.
3. Racing Day Schedule. Registration will be from **7:00am to 10:00am (12:00pm to 3:00pm for Night Races)** NO REGISTRATION WILL BE TAKEN AFTER DRIVERS MEETING.
4. **Practice** will begin at **8:00am** for those who have registered and returned their pre-tech sheet to registration. In the interest of safety, practice will be separated by classes, ages and speed as determined by the race director. The practice schedule and the track clock will be easy to read in the pits. If a kart becomes inoperable during a practice session, it is the drivers and their pit crew's responsibility to get the kart back to the pits in a safe and timely manner, such that the next practice session will not be delayed.

The drivers meeting will start at approximately **10:20am**. **Qualifying** will start as soon as the drivers meeting is over and the tower is ready at approximately **11:00am**.

5. At the race director's discretion, classes with 4 karts or less may be combined with another class for qualifying and racing.
6. All Championship Classes will have (1) 5 Minute Qualifying sessions. Some smaller classes may be combined for qualifying sessions. The Rotax Class will pea-pick for their qualifying positions.
7. All classes will run a timed 7 minute + 1 lap positioning heat race and a 10 minute + 1 lap main event, the latter being the points race. The first heat lineup will be based on the fastest qualifying time. The main will line up based on the finishing position of the first heat. Rotax will run time (2) 7 minute + 1 lap heat race and a 10 minute +1 lap main event, the main being the championship points race. The first heat race will be based straight off the qualifying pea-pick, the 2nd heat race will be inverted off of the pea-pick. Positioning points will be awarded during each heat race which will determine the starting position for the main(reverse finishing points). All mains are heads-up, winner take all races.
8. Points are awarded based on the finishing positions of all drivers in the mains and will be per the table listed below. Points will only count towards the season championship for paid club members based on when their membership is paid. No retroactive points will be awarded for membership payment received after the first race. Any driver which is disqualified as determined by the race/tech directors will receive last place points, and will be unable to drop the race for championship points.

Number of entries

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	1
	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	2
		158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	3
			144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	4
				135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	5
					126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	6
						117	118	119	120	121	122	123	124	125	126	127	128	129	130	7
							108	109	110	111	112	113	114	115	116	117	118	119	120	8
								99	100	101	102	103	104	105	106	107	108	109	110	9
									90	91	92	93	94	95	96	97	98	99	100	10
										86	87	88	89	90	91	92	93	94	95	11
											82	83	84	85	86	87	88	89	90	12
												78	79	80	81	82	83	84	85	13
													74	75	76	77	78	79	80	14
														70	71	72	73	74	75	15
															66	67	68	69	70	16
																62	63	64	65	17
																	58	59	60	18
																		54	55	19
																			50	20

Finish Position

9. **Grid exit:** There will be a maximum of 90 seconds for the karts to leave the grid. At the end of 90 seconds the green flag will be given to the field and a kart cannot leave the grid for the remainder of the race.
10. **Starts:** Pole position shall set the pace at a reasonable speed per Flagman's discretion. If the pack leaders cannot pace themselves properly, allowing the majority of the pack to position themselves after two laps, at the starter's discretion, both of the front karts will be moved one row back. The pole driver should pay close attention to the acceleration cone/line to avoid restarts and loss of position.
11. During parade laps, helping drivers and restarting of engines is allowed only for Kid Kart and Junior 1 racers. Any restarting must be timely and be performed in a safe manner for all racers. Although it is the intention to try and start each heat as a pack, the flagman is not bound to wait excessively for inoperative karts to re-start or for excessively slow drivers to catch up to the rest of the drivers. The green flag may be thrown at the flagger's discretion. If pit personnel travel out to the track to start or otherwise help a disabled kart, they must return to the pits immediately afterwards and in a manner safe to themselves as well as other drivers. Alternatively, they may walk to the nearest corner worker position for the race duration per Pit Stewards discretion.

12. After the green flag drops the race will be officially in progress. If a kart becomes immobile because of power loss or going off the track and having traction loss, the driver will be considered out of the race. At no time will any driver of ANY class be allowed to exit their kart and push it to gain traction or restart the engine. The corner workers are forbidden to push a kart back into the race, with the exception of Kid Kart and Junior 1 classes (the only exceptions). Once a driver is out of the race, it is their duty to quickly get themselves to safety and subsequently move their kart so that other drivers will not be harmed. A corner worker may help, but it is the driver's responsibility to complete these tasks. A driver who is out of the race must remain in a safe position (preferably with the corner workers), until the race is completed. Anyone pushing or pulling their kart back to the pits, or crossing the track during a race will be disqualified for the day. If a kart goes off the track and keeps running and the kart has sufficient tire traction to keep moving, the driver may re-enter the race as long as they do not create a hazard to other drivers. Similarly, if a self-starting kart (i.e. Tag), loses engine power, the driver may attempt a restart. If successful, the driver may re-enter the race as long as they do not create a hazard to other drivers. If the driver creates a hazardous situation in either of the above situations, he/she will be disqualified for the day. **Once the driver exits the kart they are done for the session.**
13. Restarts for disruption or accidents in the first lap will be at the discretion of the head flagman and race director based on the particular circumstances of the event.
14. If a kart drops out after leaving the grid during the parade lap, do not change positions by crisscrossing. Back karts will move forward. If a kart cannot make the grid, karts are to be criss crossed at the staging area only.
15. When exiting the pit area, the driver shall check for on-coming traffic and exit only when the exit is clear and after receiving a signal from the pit steward when one is present.
16. Acceleration toward race speed shall be commenced only after the kart has completely cleared the grid area. Leave the grid area slowly and carefully.

17. When approaching the pit area, the driver must come to a complete stop and kill the engine prior to entering the pits or weigh-in scales.
18. A kart frame can be changed only if it is found to be unsafe, and with the permission of the race director. Any driver changing frames without the permission of the race director will be disqualified.
19. There will be no short tracking except at the direction of the corner flagman.
20. No one is allowed on the racecourse after the heat has been started except officials. In case of an accident, the race officials will give directions. Failure to abide by this rule will result in disqualification of the karts involved.
21. Anyone caught harassing the starter, timers, scorers, flagmen or any race official will be disqualified for the day by the race director.
22. Each competitor is responsible for the knowledge of, and adherence to the following flags signals:
 - a) **Green** - Displayed at the start of competition, or practice and kept visible as long as the track is clear for racing.
 - b) **Yellow** - Caution, be prepared to stop. Track partially blocked by an accident, emergency vehicles, or debris. Slow down, hold your position, and use caution. Do not pass on a yellow flag.
 - c) **Red** - Stop immediately. Raise your arm and stop without endangering other karts. The red flag will be displayed only at the start/finish line. Do not work on your kart, and wait for instructions from the officials.
 - d) **Yellow & Red** - Re-start. Drivers reform the pack for a re-start at a slow pace.
 - e) **Black** - If waving, safely enter the pits and scale, your race is over. If the black flag is rolled and pointed at you, this is a warning. You have been observed driving poorly or dangerously.

f) **Meatball** - (Black with orange ball) Stop at pits next lap, dangerous or mechanical problems.

g) **Blue** - The lapping driver is attempting to pass, give him consideration.

h) **White** - One lap of racing left.

i) **Checkered** - This is the flag that you have been racing to see. This means the race is over.

j) **Transponder** - (Black with Yellow Square) Transponder is not registering. Stop in pits to correct the problem.

23. Everyone shall **WEAR** their Pit Passes while in the pits or driving. Any entrants' family, friends or pit crews in the pits without a valid pit pass will result in that entrant's disqualification for the day. It is the responsibility of the entrant to be sure anyone in his/her pit area has a valid pit pass. Passes must be visibly displayed.

24. A **NO STAND** safety zone will be established along the starting gate and extending to the northern end of the covered grid, the purpose being to allow exiting drivers to better see oncoming traffic and to allow the pit steward better control of the gate.

25. **Penalties:** The race officials may impose the following penalties, or variations, that they see appropriate, as penalty for driving infractions or unsportsmanlike driving.

- Penalties for starting infractions: Breaking out of the starting lanes prior to the start signal will be considered a penalty. The race director will assess penalties. The race director may assess time penalties and/ or position penalties and may assess a DQ penalty, based on the severity of the infraction(s). Typically, 2 wheels outside the lanes early will be a 2 second post-race penalty. All 4 wheels outside the lanes early will be a 5 second post-race penalty.

- Penalties for driving infractions: The race director will assess penalties based on the severity of the infraction. Loss of a given number of post-race positions. (i.e. 1, 3 or 5 positions) or a time penalty may also be assessed- post race. (i.e. 3 seconds, 5 seconds, 10 seconds). Blocking is considered to be an unsportsmanlike maneuver. A driver will be considered to be blocking if they make more than one move off the preferred racing line on any given straight away. Swerving or making erratic moves to keep a trailing driver from passing will also be considered blocking. Blocking will be subject to post race penalties.

26. Protests: There will be no verbal protests to race officials. All protests shall be in writing, dated and signed by the participant. All such protests shall be handed to the race director within 30 minutes following the heat such infraction had occurred. If the protest is non-equipment related, a \$50.00 protest deposit must be submitted with the written protest to be considered by the race officials. If the protest is successful, the deposit will be returned. If the protest is unsuccessful, the deposit will be forfeited to TCKC.

27. If an individual believes someone in his/her class is using an illegal part or engine a written protest along with a \$100.00 protest deposit is required. Should the individual being protested pass a complete tech tear down the \$100.00 protest deposit shall be passed onto that individual for reassembly cost. Should the individual fail tech, the protester will receive the \$100.00 deposit back and the individual being protested will be disqualified and have to reassemble their equipment at his/her own cost.

28. The race director, consulting with at least 2 officials shall have the final word on any grievance. Any official with the need to discuss a problem with a junior driver must be sure that the junior driver's parent or guardian is present for the entire discussion.

29. NOTICE - These rules apply to race days **AND** open practice days.