



Tri-C Karters Rules for 2024 (rev 02/20/2024)

OUR MISSION:

The Tri-C Karters mission: The promotion of kart racing as a safe, fun, and competitive motorsport in Southern California. We will strive to promote, organize and host top quality events that are professionally run using a uniform set of rules. Fair, impartial and safe competition for all is the ultimate goal of Tri-C Karters.

We pledge to adhere to the highest standards in our efforts to provide the most competitive racing program possible for our members. We believe in a family oriented and friendly environment to make our events enjoyable for everyone.

GENERAL

1. Tri-C Karters will follow the here in written rules and the current 2022-2023 WKA Competition Regulations & Technical Manual. Technical specifications in accordance with The Briggs & Stratton 206 Engine Regulations, lame, Vortex Rok and the HPD Technical specifications will be followed except as stated in these rules or as announced at the event. We recommend that all members secure a copy of the current regulations from the WKA.
2. Driver's meeting announcements regarding competition or technical changes or clarifications will take precedent over the Tri-C or WKA written rules.
3. All competitors and associated persons are expected to abide by all the applicable rules. The rules apply equally to club members and non-members. It is the responsibility of the competitor to know and follow the rules, and to stay updated. Competitors will be held responsible for their crew and guests also following the rules.
4. Late, race day registration for the main event only is not allowed.

REFUNDS

1. Class Entry and Transponder Fees - If a driver has taken to the race track during a hot lap session (warm-up, qualifying or racing heat), then no refund can be granted.

2. Pit Pass Fees - Once a pit pass has been claimed and signed for on the insurance forms, it cannot be refunded.
3. If a competitor is a no show for a race event, all applicable entry and transponder fees will be refunded in full. Tri-C will not carry over entry fees or pit passes to future races.
4. All refunds will be issued within 5 business days.

MEMBERSHIP

1. Membership dues are \$100 per driver. Membership term is from January 10, 2024 to December 31, 2024.
2. Member benefits:
 - a. Race entry discount
 - b. Eligible for Season points Championship
 - c. Members have rights to retain their kart number in the class raced in the preceding year provided that member joins the club during the *Priority Membership* period during first few weeks of the new year
 - d. (1) Free club t-shirt - must sign up during the *Priority Membership* period during first few weeks of the new year
 - e. Eligible for special prizes and giveaways during the season
3. WKA membership is not required to participate in Tri-C events.
4. Memberships must be purchased by May 1, 2024 for the purpose of claiming earned race points for the season championship. Prior entry fees will not be refunded.

DRIVERS MEETING

1. **One Day races:** There is a mandatory drivers meeting at the beginning of each race day. All drivers must attend the drivers meeting. Random roll calls will be made at the drivers meeting. If a driver's name is called and that driver is not present at the meeting, that driver will start at the back of their classes Heat 1 race regardless of the Qualifying results. Top Qualifier bonus points cannot be earned.

Two Day race weekends: A mandatory drivers meeting will be held on the Official Practice day after the 2nd practice session.

2. All Junior, Cadet and kid kart drivers must have a parent, guardian or hired mechanic/coach attend the drivers meeting with them.
3. Competition or technical rules announcements and/or clarifications will take precedent over the written rules.

RACING FORMAT and SCORING

1. **One Day race:** The racing day will consist of one warmup session, a Qualifying session, one pre-Main race and one Main event.

Two Day race weekends: Qualifying will be during the Official Practice the day prior to the race. Race day will consist of one warmup session, one pre-main and one Main event.

2. Practice Weigh-in Rule:

One Day race: All karts participating in the race day warmup session must weigh-in at scales. All karts must meet the minimum weight for their class and/or engine specification. Failure to scale or meet the weight minimum for your class will result in your Practice session times being disqualified and you will be moved to the back of the Qualifying session grid.

If you do not run the warmup session, you will be gridded at the back of your Qualifying session.

Two Day race weekends: All karts participating in the final practice session prior to the Qualifying session must weigh-in at scales. All karts must meet the minimum weight for their class and/or engine specification. Failure to scale or meet the weight minimum for your class will result in your Practice session times being disqualified and you will be moved to the back of the Qualifying session grid.

If you do not run the required Practice session, you will be gridded at the back of your Qualifying session.

3. Spec Tires:

The appropriate spec tire must be used for the warmup or practice session prior to the Qualifying session. Failure to do so will result in the warmup or practice session times being disqualified and you will be moved to the back of the Qualifying session grid.

4. Green/White/Checker Qualifying format.

- a. If a driver has a mechanical issue/failure while on the grid or before taking the green flag while running on track, that driver may have a one lap qualifying session after the last qualifying group.
- b. If a driver is a no-show and misses their qualifying session, they will be scored last in their qualifying group. No make-up session will be allowed.

5. Heat 1: Starting grid positions will be determined by the official Qualifying session results. Competitors will earn points towards the year end Championship according to their official finishing position of Heat 1. See scoring table.

6. Main Event: Starting grid positions will be determined by the official Heat 1 scoring results. The Main Event official results will determine the race day's winner and podium finishers. Competitors will earn points towards the year end Championship according to their official finishing position of the Main Event.

SEASON POINTS CHAMPIONSHIP COMPETITION

1. The driver must be a club member to compete for points championships, and must compete in a designated season-points championship class.
 - a. A class must have an average of five entries per race over the course of the season to qualify as a Championship class. If a class does not meet the average requirement, then there will not be a designated class champion and no overall season awards for that class will be given out.
2. There will one race drop allowed as applied to 2023 Championship points.
3. A driver must have submitted a membership application with payment by May 31st to have points accrue for the entire year from prior races.
4. Points are awarded in each of the heat races based on order of finish. See scoring table for points awarded.
5. Points will be awarded for the Main Event of the day based on order of finish. See scoring table.
6. All DNF karts are ranked behind karts running at the end of the race, from the last kart out finishing highest, to the first kart out finishing lowest. DQ'd karts will be ranked after the DNF karts.

All DQ'd karts will receive last place points. If multiple karts/drivers are disqualified in the same race session, every disqualified driver will receive equal last place points.

To earn Race Day Championship points the driver:

- (A) Must complete a lap during the Qualifying session **OR** (B) must take to the track for a Heat race or Main Event. It is not required to take the Green flag.

If a racer meets either the A or B requirement and for whatever reason cannot compete in any subsequent Heat or Main Event, then that driver will get last place points for the remaining races of the day.

Scoring:

Main Race	Pre-Main Race
1. 1 st - 200	1 st - 100
2. 2 nd - 190	2 nd - 95
3. 3 rd - 180	3 rd - 90
4. 4 th - 176	4 th - 88
5. 5 th - 172	5 th - 86
6. 6 th - 168	6 th - 84
7. 7 th - 164	7 th - 82
8. 8 th - 160	8 th - 80
9. 9 th - 156	9 th - 78
10. 10 th - 152	10 th - 76
11. 11 th - 150	11 th - 75
12. 12 th - 148	12 th - 74
13. 13 th - 146	13 th - 73
14. 14 th - 144	14 th - 72
15. 15 th - 142	15 th - 71
16. 16 th - 140	16 th - 70
17. 17 th - 138	17 th - 69
18. 18 th - 136	18 th - 68
19. 19 th - 134	19 th - 67
20. 20 th - 132...	20 th - 66...

7. The driver who sets the Fast time for each class in a race day Qualifying session will receive a “Pole award” of 5 bonus points towards the year end championship.
8. The driver who sets the fastest lap time in the main event for their class per race will receive a “Fast lap time award” of 5 bonus points towards the year end championship.
9. Special event races hosted by the club are not considered “points” races unless designated as such by the club.

PENALTIES

All penalties for on track violations and all penalties in scales or technical inspection will be posted on Race Hero. Race officials will try to make all affected competitors personally aware of any penalties issued during a race session as soon as possible. In some instances it can take time to properly determine and assign any penalties. Please be sure to keep updated on the results of your race session on Race Hero. If you have any questions or concerns please come to the main Tri-C tent for any clarification.

This list of penalties is a guideline that will be used at all Tri-C Karters series. The Race Director may adjust the penalties depending on the circumstances and severity of the infraction.

INFRACTION	SESSION	PENALTY
Failure to attend Driver's Meeting		Loss of Fast Lap in Qualifying
Underweight at scales	Warm-up	Start at back of Qualifying group
	Heat/Main	DQ1 for that session
Loss/broken bodywork		Mechanical DQ1/Removed from session
Loss/broken driver fairing	except lower bracket only	Mechanical DQ1/Removed from session
Loss of weight, battery or chain cover	Qualifying/Heat/Main	DQ1 for that session
Exhaust Pipe not secured		Mechanical DQ1/Removed from session
Pass under Yellow condition		Number of positions gained
Unsafe track re-entry		5 seconds
Avoidable Contact (Incidental)	Qualifying	Loss of Fast Lap in Qualifying
	Heat/Main	2 positions (minimum)
Avoidable Contact (Reckless)	Heat/Main	5 positions (minimum)
Blocking	Heat/Main	1 position (minimum)
Unsportsmanlike Conduct		DQ1 for that session
Cut track	Heat/Main	5 seconds (minimum)
Verbal aggression towards competitor or official		DQ2 for that session/zero points awarded
Physical aggression towards competitor or official		DQ2 for entire event/zero points awarded
If a driver receives two warnings (rolled black or verbal) in a race day, the third warning is an automatic penalty		3 positions

Level 1 DQ - A Level 1 Disqualification can be either for a mechanical/post-tech item or for an on track incident related to a drivers actions or behavior. i.e. being underweight, missing required safety equipment- either personal(neck collar) and/or kart(missing bodywork, chain guard, etc.), a post-tech inspection failure, blocking, unnecessary contact with another kart, rough driving, etc...

A Level 1 DQ can be issued by either the Race Director and/or Post-Tech Director.

A Level 1 DQ can incur a finishing position penalty and/or last place points for that heat race.

A race with a Level 1 DQ can be used as a dropped race.

Level 2 DQ- A flagrant disregard of the rules, dangerous on/off track behavior and/or unsportsmanlike conduct either on track, the scale area, tech inspection, starting grid or pit area. The issuing of an Unsportsmanlike DQ is at the sole discretion of the Race Director(s).

A Level 2 DQ can be issued by the Race Director(s) and, at his discretion, may suspend a competitor from further racing competition during a race event day. At that time the competitor and pit crew/guests must leave the facility in a timely manner.

A race with a Level 2 DQ cannot be used as a dropped race and will be used in calculating Year end championship points.

REQUEST for TECHNICAL REVIEW

All reviews of technical specifications legality of another competitors engine package or chassis must be submitted in writing by a registered competitor from the same class in which the alleged technical violation occurred.

Any competitor filing a technical review on a competing racers kart/equipment must keep their own kart in the post-tech impound area following the race. Once the requesting competitor's equipment has been removed from the impound area, they have waived the right to file a review on another competitor's equipment regardless of whether 30 minutes have elapsed from the completion of the race in question.

If a kart specification is being reviewed, then the requesting driver's own kart will also be subject to full inspection. If an engine specification is being reviewed, the requesting driver's engine will also be subject to full inspection.

REQUEST for RACE REVIEW

If you believe that a penalty levied against you is in error, racers may file a Request for Race review. Race Reviews must be submitted in writing to the designated Tri-C Karters official within 30 minutes after the official results have posted on Race Hero.

All requests must be written and submitted by the driver only or the parent/guardian of minor driver.

On board video:

- Competitors are permitted to submit on board video footage with a race review.
- On board footage must be provided on a laptop or large tablet ready for an official to view once the review request has been received.
- The entire session must be submitted. Partial sessions or edited video will not be accepted.
- Video recorded on a phone will not be accepted.
- No laptops will be provided by the race officials.
- Only one video for review is permitted for the protest.

The Race Director will make the decision based on information gathered by officials and involved competitors. The Race Steward will then deliver the decision to the competitor.

Competitors only have one review per race day. However, the Race Director may defer this limit at their discretion.

PRE-TECH

1. Tri-C Karters uses a Self Check Pre-Tech form which will be available on the Tri-C website on the Race Day Forms page and at registration the day of the race.
2. The kart driven must meet the safety, technical and spec requirements of the class the driver has entered that day. The driver is ultimately responsible for the mechanical state of his/her kart. Tech officials may pull the Pre-Tech form for any driver at any time to verify that the driver's kart is compliant. Violations may result in a DQ.
3. The Pre-Tech form must be filled out and signed before presenting the form to Race officials. Minors **cannot** initial or sign the Pre-Tech form. Tech officials cannot fill out Pre-Tech forms.
4. The Pre-Tech form must be given to the Grid Steward or designated race official prior to driving on the track.
5. No kart may be operated on the track until its driver has been registered as an entry and is wearing the appropriate insurance wrist-band and the Self Check Pre-Tech form has been completed and received by race officials.
6. **WEIGHT BALLAST**
 - a. All weights affixed to the kart must be **WHITE**.
 - b. Weight ballast bolts may be drilled and safety wired/clipped (wrapping of safety wire around a bolt is not allowed) or each securing bolt may have two nuts securing the ballast.
 - c. All weight ballast 7 lbs. or more must be affixed to the kart with 2 bolts of 5/16" (8mm) or larger diameter.
7. Both ends of all seat struts must be bolted to the kart. It is not permissible to operate the kart with either end of a seat strut not bolted to the kart.
8. A secondary brake safety cable must be attached from the brake pedal to the master cylinder control lever.
9. An S.F.I. approved **chest protector** is mandatory for all competitors in Kid Kart and Cadet classes in order to compete or operate their kart on the track.
10. Helmets must have a **Snell SA2015, M2015** or newer rating. Junior sized helmets must be S.F.I. 24.1/2015, 24.1/2020 or Snell CMR2016, CMS2016 rated.
11. **Neck collars** are optional for all Senior class drivers. Neck collars are mandatory for all Junior, Cadet and Kid Kart classes.
12. Drivers may be checked ANY TIME while on the grid or preparing to enter the track and the driver will be denied access to the track or suspended from the event if not wearing the required chest protector.
13. Karts and drivers must meet all tech and safety requirements upon arrival in the post-tech area after any race or track session. Having passed pre-tech before the race or

track session does not waive this requirement. Such post race inspection may be made at the discretion of the head tech inspector.

14. **Full width rear bumpers** are mandatory for all karts in all classes. The bumper may either be a CIK approved plastic bumper or may be constructed of round metal tubing with a minimum diameter of 5/8" mild steel. The minimum width must be to the center of each rear wheel. The bumper must be of a double bar design with loops at each end. See the WKA rule #209.3 for further specifications.

Maximum width: The ends of a double bar rear bumper or CIK style rear wheel protection shall not exceed beyond the outside of the rear tires.

(EXCEPTION - Bumper may extend beyond rear tires in rain conditions)

Minimum width: The ends shall extend to at least the center of the rear tires as raced for both CIK style and double bar rear bumpers. (This supersedes the WKA rule 209.3.4)

15. Helmet mounted cameras are NOT allowed. (115.1.1)
16. Chain Guard - Drivers that lose a chain guard during an official qualifying or race session will be given a technical DQ and moved to the back of the finishing order.

THE GRID

1. Karts must be present on Grid A by the time the prior race group is released for racing. If your kart will be delayed getting to Grid A, the driver or a driver representative must inform the Grid Steward of the delay. The driver or a representative must stand in position on the grid in lieu of the kart. The Grid Steward has the discretion within a reasonable amount of time to hold the release of karts for the next session until the delayed kart has arrived.
 - a. If the Grid Steward is not advised of a delay and a driver representative is not present on the Grid, then the session will start without delay. Any karts that come to the grid after the release of karts has begun must start at the back of the field.
2. When leaving Grid A for the commencement of a heat or qualifying, each kart must enter the track within 90 seconds from the time the first kart leaves the grid. If a kart becomes disabled after the rear tires pass the exit of Grid A, ONLY the driver may push the kart back to the Grid and once on Grid A may receive outside assistance and may re-enter the track if still within 90 seconds of the first running kart.

START PROCEDURE

- The Pole Sitter will set a reasonable and consistent pace leading up to the start box.
- All drivers must remain in their designated lane behind the Pole Sitter or the Off Pole kart. A driver moving out of their lane prior to the green flag waving can be penalized for a jump start violation.
- The **start box** will consist of 2 sets of cones placed before the start/finish line at the Race Director's discretion. (If tram lines are present, all drivers must remain in their designated tram line until the green flag is in the air.)
- Once reaching the start box, the Pole Sitter can decide when to accelerate anywhere in the start box area. The flagman/starter can wave the green flag at any time once the Pole Sitter has entered the start box.
- Once the green flag is in the air drivers may begin to advance positions.
- When leading up to the start box, there will be no pushing allowed by any driver. If race officials see any pushing starts will be waved off. If race officials determine that any driver was attempting to manipulate the start a 5 second penalty will be assessed.

SCALES, FUEL and POST TECH

1. Driver Responsibilities:
 - It is the driver's responsibility that weight requirements are met using the scales as they are on race day.
 - It is the driver's responsibility that their kart and engine are properly marked by tech officials after qualification before leaving the tech area.
 - It is the driver's responsibility to check with tech officials after any heat or session to be sure his equipment is checked and passed before leaving the tech area.
 - It is the driver's responsibility to make sure that the engine and associated parts meet all technical specifications related to their competition class.
2. All karts participating in the race must go through scales and post-tech as directed by race officials. Any refusal to weigh or submit to post-tech inspection as requested by post-tech officials will result in an automatic disqualification. Karts are to remain in the post-tech area after the finish of the race until cleared to leave post-tech by a post-tech official. Leaving the post-tech area before completing post-tech and being cleared to leave by a post-tech official will result in automatic disqualification.
 - a. Race officials can require any driver (regardless of finishing order) to present their kart for technical inspection after Qualifying, Heat races or Main race.
3. OIL: Spec oil for all 2 stroke classes: Motul Kart Grand Prix or Elf HTX-909
4. FUEL: Each driver is responsible for the legality of his/her fuel. See the 2022 Class List to determine what fuel is legal for your class or engine specification.
5. Allowed fuel types are VP MS98 or specified 87 octane pump gas. **Mixing of fuel brands or types is ILLEGAL and will result in a DQ.**
6. Legal 87 octane pump gas can be purchased at this local station only:

- a. It is advised to purchase pump fuel the day of the race. A test sample will be taken that day and used by Post Tech for comparison.
7. Drivers can consult post-tech officials and arrange for pre-race fuel testing. This “courtesy” test is non-binding and has no bearing on future post-race fuel testing results.

RACE GROUPS

1. Classes may be added and/or combined into race groups at the discretion of the Race Director as necessary to meet time constraints or otherwise accommodate entries.
2. Combined classes will be scored separately unless otherwise stated.

PIT RULES

1. All persons within the race facility are required to purchase and sign for an appropriate insurance pit pass, and the band must be worn on the wrist and displayed so that it is visible. Transferring of passes is not allowed. Wrist bands are only valid on the date of purchase.
2. The use of artificial noise makers is prohibited at all Tri-C Karters events.
3. Pets must be leashed at all times. Pets are **not** allowed in the Grid area, along the track fence line, or forward of Row 1. Owners are fully responsible for the actions of their animals. At the discretion of a Tri-C Karters race official or board member, owners can be told to remove their pet(s) from the karting facility area.
4. Use or operation of bicycles, scooters, skateboards, skates, go-peds, mini bikes, motorcycles, ATVs are not allowed anywhere in the race facility. This is necessary to meet insurance and facility requirements. Exceptions: handicapped persons use permitted only as authorized by race officials.
5. The driver will be held responsible for anyone in his/her group who does not adhere to these rules. Warnings are only at the discretion of club officials, and drivers may be disqualified for the day for violations of these pit rules without warnings being issued.

RACE-DAY RACE COMMITTEE

1. The Race Director and the race committee are in charge of operations on race day. Members of the race committee include the Race Director, assistant race director, starter, chief scorer, the chief post-tech inspector, Race Steward, Race Day Operations, Race Day Administration.
2. The Race Director has the power to resolve all appeals and reviews and will consult with appropriate race officials in making his decision. The Race Director or his designee will advise the driver requesting a review and any other drivers affected of his decision as soon as practical.
3. Race day issues will be resolved on race day with the appropriate race officials, and will generally not be re-considered by the Board of Directors. Members may bring issues of concern related to race day incidents to the President or a current club board member via email. It is encouraged that any safety concerns be brought to the attention of the President or a current board member via email.

RESPECT FOR THE FACILITY

Tri-C Karters hope that everyone will have a safe and enjoyable race day.

Please remember:

1. We are guests of the facility where we hold our events, and our club is responsible for leaving the facility in a clean and undamaged condition after our event. We therefore ask that everyone police themselves and be sure all trash is picked up and put in the trash containers prior to leaving the facility.
2. Empty fuel cans and tires CANNOT be left anywhere at the facility; there will be a \$50 fine to the competitor for each fuel can and/or tire left at the facility.
3. Vandalism or theft of any kind will not be tolerated.

Thank you for choosing to race with Tri-C Karters.