



Pacific Association of Karting and Tri-C Karters Rules for 2020 (rev 2/23/2020)

OUR MISSION:

The Tri-C Karters and Pacific Association of Kartings 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. PAK/Tri-C Karters will follow the here in written rules and the current 2020 WKA Competition Regulations & Technical Manual. Technical specifications in accordance with The Briggs & Stratton 206 Engine Regulations, Iame, Vortex Rok and the Rotax Max Challenge 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.

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 you pre-register for a race and cannot attend or a no show on race day all entry fees and unused pit passes will be refunded. Most refunds will be completed within 3 days following the race.

Competition License

Competition Licenses are \$75 per competitor (not mandatory to race).

1. Licensee benefits:
 - a. Race entry discount
 - b. (1) Reserved pit spot.
 - c. Eligible for Season points Championship
 - d. Licensee can retain their kart number in the class raced in the preceding year provided that competitor renews their license no later than the first PAK race day of the new competition year.
2. Licenses are not required to race with the Pacific Association of Karting, however, any race points accrued will not count toward Season Points Championship
3. WKA membership is not required to participate in PAK/Tri-C events.

DRIVERS MEETING

1. 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 the their classes Heat 1 race regardless of the Qualifying results. Top Qualifier bonus points cannot be earned.
2. All Junior and Cadet 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. The racing day will consist of one practice session, a Qualifying session, two heat races and one Main event.
2. Practice Weigh-in Rule:

All karts participating in the race day practice 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 Practice session, you will be gridded at the back of your Qualifying session.

3. 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.
4. Heat 2: Starting grid positions will be determined by the official Heat 1 scoring results. Competitors will earn points towards the year end Championship according to their official finishing position of Heat 2. See scoring table.
5. Main Event: Starting grid positions will be determined by the official Heat 2 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 have purchased a competition license to earn points for a championship 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. Season points champion is based on the highest gross accumulated total points scored in 6 of 7 races. Only the 6 highest scoring races will count for the year end Championship.
3. Points are awarded in each of the heat races based on order of finish. See scoring table for points awarded.
4. Points will be awarded for the Main Event of the day based on order of finish. See scoring table.
5. 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.
6. 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	Heat 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.

CONDUCT and PENALTIES

1. Un-sportsmanlike conduct by any driver or anyone in his/her group will not be tolerated. Penalties are as determined by race officials. Incidents are also subject to review by the competition committee and the board of directors where further discipline or suspension of the driver and/or any offending individual(s). Un-sportsmanlike conduct includes, but is not limited to any of the following: displays of anger or aggression; use of profanity or personal insults; screaming/yelling; verbal threats; physical threats and/or contact; fighting; destruction of any property; vandalism; failure to follow direction given by a race official. Conduct may be judged unsportsmanlike whether or not it is directed at a specific individual.
2. Improper driving conduct will be addressed by race officials. Blocking, jamming, and other intentional contact will generally be considered improper conduct. Penalties are as determined by race officials. Incidents are also subject to review by the competition committee and the board of directors, after completion of the event, where further discipline or suspension may be necessary.

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.

PRE-TECH

1. PAK/Tri-C Karters uses a Self Check Pre-Tech form which will be available on the Tri-C website on the 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. Air boxes must be WKA approved as required by class.
7. 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.
8. 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.
9. A secondary brake safety cable must be attached from the brake pedal to the master cylinder control lever.
10. 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.
11. Helmets must have a Snell SA2010, M2010 or newer rating. Junior sized helmets must be S.F.I. or Snell CMR2007, CMS2007 rated.
12. **Neck collars** are optional for all Senior class drivers. Neck collars are mandatory for all Junior, Cadet and Kid Kart classes.

13. 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.
14. 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.
15. **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)

16. Cameras may only be mounted on the driver fairing (front number panel), the top of the radiator and on the driver's left seat strut. Helmet mounted cameras are NOT allowed. (115.1.1)

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. Any kart with the engine running may not be raised in the rear allowing the rear tires to spin, whether in contact with the paved surface or not. Penalty will be disqualification for that heat. This is a safety rule.
3. 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.

SCALES, FUEL and POST TECH

1. It is the driver's responsibility to be sure that weight requirements are met using the scales as they are on race day. It is the driver's responsibility to be sure his 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.
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 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. FUEL: Each driver is responsible for the legality of his/her fuel. See the 2019 Class List to determine what fuel is legal for your class or engine specification.
4. Allowed fuel types are VP MS93, VP C12 or specified 87 octane pump gas. Mixing of fuel brands or types is ILLEGAL and will result in a DQ.
5. Legal 87 octane pump gas can be purchased at this local station only:

Mobil - 3995 N Perris Blvd. Perris, CA 92571

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

6. 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. Pets must be leashed at all times. Pets are **not** allowed in the Grid area or along the track fence line. 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.
3. 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.
4. No game playing or other recreational activities that are not part of kart racing are allowed in the pit areas during live track operation.
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 Day Coordinator, Public Relations Coordinator and board members not competing in the class involved.
2. Any assertions, protests, or appeals of rule violations must be made in writing to the race director within 30 minutes following the completion of the heat in which the violation is alleged to have occurred or within 30 minutes of being informed of a decision by a race official.
3. Protests or appeals shall be signed by the competitor or his/her guardian, and shall contain a statement of the relevant facts, a citation of the governing rule or rules, and explain the position being taken. Supporting statements of others may also be submitted, and must be written and signed. Forms for protests may be requested at Registration. All protests shall be submitted to the Registration personnel; who will then give the protest form to the Race Director or scoring.
4. The Race Director has the power to resolve all appeals and protests and will consult with appropriate race officials in making his decision. The Race Director or his designee

will advise the driver making the protest and any other drivers affected of his decision as soon as practical.

5. 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 encourage that any safety concerns be brought to the attention of the President or a current board member via email.

RESPECT FOR THE FACILITY

PAK/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 track 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 PAK/Tri-C Karters.