



2024 Rules and Regulations

2023 TKKC Board Members/Contact Information:

President - Jon Dias

Vice President - Ricky Smith

Treasurer - Cobi Revious

Contact - tkartclub@gmail.com or tularekingskartclub.com

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GENERAL TECHNICAL RULES AND PROCEDURES

Governing Philosophy of the Tulare Kings Kart Club Technical Regulations

Technical inspections are to ensure fair competition within the Tulare Kings Kart Club. While the Tulare Kings Kart Club encourages innovation and engineering within its technical guidelines, certain modifications deemed to be against the spirit and intent of rules set forth shall be declared illegal. It is the sole discretion of the technical inspector and president to decide if any modification outside of the rules laid down here will be deemed illegal for competition.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events. By participating in these events, all drivers and parents of minor drivers are deemed to have read and understand the rules and regulations. The rules can and will be modified in the best interest of our membership.

The rules and/or regulations are intended as a guide for the conduct and are in no way a guarantee against injury or death of a participant, spectator or official. The President shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.

No express or implied warranty of safety shall result from publications of, alteration of, or compliance with these rules and/or regulations.

Any interpretation or deviations of the rules and/or regulations are left to the discretion of the officials. Matters involving TKKC will be addressed by the President and their decision is final.

All drivers must possess a current TKKC membership to be eligible for points and awards. Membership must be paid prior to the start of the second race of the season to receive points in a designated class. Points will be retroactive if membership is paid on time. Memberships are valid for the TKKC fiscal year (January 1 - December 31). Members must be in good standing to purchase a membership. **Memberships that are accepted after the start of the second race will be used for club activities but will not be allowed to be used for track points and awards.**

NOTE: *You must be a TKKC Member to participate in club matters such as making a motion, voting, or filing a protest (See "Protest" for other requirements related to filing a protest). Parents of members that are minors can act on the minor's behalf without being a member themselves.*

SAFETY

The following safety rules have been imposed by TKKC:

1. YOU ARE RESPONSIBLE FOR THE SAFETY OF YOU AND YOUR KART.
2. All Karts must pass tech inspection before it is allowed on the track. Karts that have passed tech will display a TKKC tech sticker in plain view.
3. All karts with cages must be equipped with a minimum of an SFI 16.1 or FIA equivalent approved restraint system seat belts and shoulder harnesses, until the date of the belt expiration (as per manufacturer specifications). Shoulder harness must be mounted in a way to restrict forward body motion independently of the seat.
4. Lap belts may be mounted to the seat and routed securely through the seat. Cut or frayed seat belts will not be allowed. This entire rule will be strongly enforced.
5. Arm restraints are recommended and must be connected and used as instructed by the manufacturer. Approved neck braces or head and neck restraints are mandatory.
6. **Neck braces or neck restraints are mandatory.** The date on any hans/neck restraints cannot be older than recommended manufacturers specs. And must be used as per manufacturer's specifications. Wrist restraints are recommended and must be attached to the lap belt and worn below the elbow. Refer to manufacturers specs.
7. Helmets: a Snell or DOT approved only. Minimum rating of FIA 8860-2004, FIA 8860-2010, SnellSA 2005, SA 2005, SA 2010 and/or a valid SFI 31.1/2005 label.
8. Seat mounts must be securely mounted to the frame. Seats should have no excessive holes. Aluminum high back seats are MANDATORY for wing classes. The top of the seat should be in the middle of the driver's head.
9. Seat belts must meet SFI 16.1 or equivalent cannot be older than recommended manufacturers specs.
10. All karts must have a 6" nylon tie attached to spark plug wire.
11. Kill switches are highly recommended (**ALL BEGINNER CLASSES ARE REQUIRED TO HAVE**)
12. Driving Apparel (flat kart classes):

Driving apparel for adult drivers and youth drivers: ***Heavy abrasive resistant jacket, racing jacket, or suit recommended.***
Gloves recommended for kids classes (beginner flat, JR flat) and recommended in all other classes. Long abrasive resistant pants and close toed shoes are mandatory. No unapproved shirts, shorts, cut off pants. ***Sweatshirts are not considered an abrasive resistant material.***
13. Driving Apparel (Caged Classes):

Driving apparel for adult and youth drivers: ***Fire retardant race suits (one piece or two pieces) required.*** Gloves recommended for kids classes (beginner box and box stock) and recommended

for all other classes. Neck brace or HANS type device required. Arm restraints recommended. Close toed shoes are mandatory in the winged classes.

14. Working on karts during a red or yellow flag will be determined by track officials
15. Any Tulare Kings Kart Club official is permitted to remove karts from the racetrack due to unsafe conditions to the driver and/or other karts.
16. ***Consumption of alcoholic beverages in the pit or track area during a race event is prohibited.*** Any and all individuals will be asked to leave the premises immediately voluntary or by police escort. Any driver or crew member can receive minimum 2 race suspension and possible fine.
17. It is recommended that you have a fire extinguisher min 5 lb(abc) dry chemical in your pit area.

RACING RULES & ETIQUETTE

1. Green Flag: Passing will not be permitted before the karts reach a designated point. At this point the green flag will be displayed and racing will begin. The race is considered official when the initial green flag for that event is displayed.
2. Red/Yellow Flag: Complete Restart of race. This is only used if a caution is thrown before all karts complete the first lap.
3. Blue/Yellow Flag: This flag is to alert lap traffic when the leaders are going to overtake them. Continue racing but hold your line and give leaders room as to not affect the outcome of the race (may or may not be used).
4. Yellow Flag “open & waved”: CAUTION. All karts must come to a parade lap speed. Failure to do so will result in being sent to the back of the pack. Scoring reverts to the previous lap for lineup. All kart(s) involved in caution will be started at the tail of the field. If you stop on the racetrack and/or need assistance on the racetrack for any reason you go to the tail of the field unless it’s a safety issue. Anyone charged with the yellow will line up behind karts involved. **THERE IS NO RACING BACK TO THE YELLOW.**

4a. If a Kart has a **MINOR** problem on the racetrack and an Official can easily fix it or if the kart is sent to the infield and returns to track, the kart will line up in the rear of the pack.

4b. Classes will be allowed to restart after the Main and Heat event has started, limited to two restarts. (restarts may be adjusted due to time restraints by the race director/president). Drivers will be notified before the event starts.

4c. Any driver charged with 2 yellows during an event will be done for the rest of that event. (does not apply to Beginner flat and Beginner Box

which receive 3 charged yellows unless time constraints apply). During qualifying drivers who receive 2 yellows are done for that event (applies to all classes).

5. Red Flag: STOP AS SOON AS SAFELY POSSIBLE. The kart(s) involved in the Red Flag will be allowed to restart at the rear of the field. ***IF TRACK OFFICIALS OR SAFETY OFFICIALS DEEM IT IS UNSAFE FOR A DRIVER TO CONTINUE RACING THEIR DECISION IS FINAL AND WILL BE NON PROTESTABLE.*** Scoring reverts to the previous lap for lineup. ***FAILURE TO OBSERVE THE RED FLAG WILL RESULT IN DISQUALIFICATION.***
6. Black Flag: If the black flag is “Rolled Up” and pointed at a driver it is a warning. Either the race director and/or flag man have seen something they do not approve of. Open Black Flag means to park in the infield of track immediately. You have been disqualified from the event. The official’s decision for unsportsmanlike conduct or out of control driving is final. ***NO protest and NO points.***
7. White Flag: ***ONE LAP TO THE FINISH.*** In the event a white flag is thrown, and a caution comes out a yellow checkered may be thrown.
8. Checkered Flag: Race is officially over. All karts must pass under the flag to be scored.
9. Only the TOP 4 karts in the heat events and the TOP 4 karts for the main event must weigh in after exiting the track. If said kart does not weigh in after each event; driver and kart are disqualified for that event. Every Kart MUST stay in the Tech area until released by the Tech official. All karts to tech after qualifying. Track reserves the right to perform any and/or a complete tech on the kart before it is allowed back on the track!
10. Driver and 1 other person are allowed in tech. Once the driver and 1 other person enter tech no one can take their place. They will be the only people allowed in tech for that kart for that inspection.
11. If you must go to a back-up kart you will have to start at the back of the field. You will need to notify the race director prior to taking the track.
12. If a driver has refused to be scaled, teched or leaves tech area it is grounds for an AUTOMATIC DISQUALIFICATION for the event and the Track reserves the right to perform any and/or a complete tech on the kart before it is allowed back on the track!
13. TOP 4 for each main event is subject to a full motor tear down, at official’s discretion.
14. **PROTEST:** If a competitor wants to file a protest based on Tech only, the following criteria must be met:
(Tech is the only thing allowed to be protested at TKKC)

- The protest can only be filed by a driver that possesses a current TKKC membership.
- In the case of a minor driver, the parent may possess the current membership.
- The protest can only be filed against a kart in the same class that the protester is associated with.
- The protest must be submitted in writing to the TKKC President or deemed Officer (Tech Official), within 15 minutes of completion of the main event. **Protesters' written submission must include protesters information including name, class, kart number and phone number. It must also include the information of who you are protesting including name, class and kart number. Finally, it must list what you are protesting.**
- The written protest must also be accompanied with a sum of \$350 cash. The findings of the kart inspection will be reported to both the protester and the kart in question. **The protest sum of \$250.00 will go to the kart in question if found legal. If the kart is found illegal \$250.00 goes back to the protester. \$100.00 going to the track on all protests(weather deemed legal or illegal). Non-legal tech items can be confiscated by TKKC with no reimbursement to the kart owner/driver.**

NOTE: TKKC official decision may not be made during the event the protest was filed. The decision could take up to 3 to 4 days to determine. **The decision of the TKKC officials is final and clarification will be added to the Rule Book.**

UNSPORTSMANLIKE CONDUCT

1. Physical Altercations on the premises will be an immediate call to Hanford Police Department and charges will be filed if needed. Fighting on the premises will result in ***IMMEDIATE REMOVAL FROM TKKC Grounds , POINT PENALTIES, suspension (min. 2 races Max 14 races) and a fine applied to driver, crew and or spectator.*** Drivers can be held responsible for the actions of their pit crew.
2. Any display of unsportsmanlike conduct to a spectator, participant, or TKKC official (on or off the track) will result in ***Suspension (min 2 races Max 14 races) and a fine to be applied to driver and/or crew, IMMEDIATE REMOVAL FROM TKKC Grounds, POINT PENALTIES, and/OR ALL OF THE ABOVE AT THE DISCRETION OF OFFICIALS.*** Drivers will be held responsible for the actions of their pit crew.
3. Competitors who continually post derogatory or harassing

statements to or concerning TKKC on any social media outlets will be subject to penalty and/or ban from TKKC social media.

POINT RULES

1. Each driver pill draws at registration.
2. Heats:
 Your pill draw number places each kart in lineup order for the first heat for flat karts. The lineup is simply inverted (reversed) for the second heat. The points from the first & second heats are then combined to secure final placement in the Main Event. The pill draw only comes in to play again in the event of a tie when figuring the Main event placements.
3. Qualifying:
 You will pill draw a number for your qualifying order. Each kart will have 2 laps of qualifying. The fastest lap will determine your order for your heats. The pill draw only comes in to play again in the event of a tie when figuring the Main event placements. If a driver misses qualifying order, or registers in the wrong class he must be in staging before the last kart/group finishes qualifying and be ready to take the track. Driver will receive 1 lap.

All karts will be determined, based on qualifying order.

PLACE	HEAT	MAIN	PLACE	HEAT	MAIN	PLACE	HEAT	MAIN
	POINTS	POINTS		POINTS	POINTS		POINTS	POINTS
1	99	175	5	95	155	9	91	135
2	98	170	6	94	150	10	90	130
3	97	165	7	93	145			
4	96	160	8	92	140			

1. To be eligible for points and awards, drivers must be a member of TKKC.
2. The event (race) showing the lowest points obtained (or a missed race), will be dropped at the end of the regular season. Events/races where the member is disqualified cannot be dropped. If a race has been canceled for any reason it cannot be dropped.
3. Points will be determined by official scored finishes.
4. Points will follow the driver not the kart.
5. Membership must be purchased by the beginning of the 2nd race of the

- season to be eligible to run for points.
6. ALL Karts are required to run a transponder My Laps Sport TIMING SYSTEM or have approval by TKKC President or race Director.
NOTE: *Transponder location:* The MYLAPS automated timing solution will be used for timing and scoring. All karts will be required to use a MYLAPS X2-compatible transponder. All transponders must be attached securely to the steering post closest to the driver seat. Failure to comply with this rule will result in not being scored, removal from the track and/or fines and penalties.

RACE FORMAT

SUBJECT TO CHANGE at Race Director or President Discretion.

1. Wheel Packing: Announced at the drivers meeting.
2. Hot Laps: All classes. Order will be indicated on the sea train.
3. **CLASSES:**
 - a. **Beginner Flat**
 - i. Group qualifying (green-white-checkered)
 - ii. Heats - 6 laps
 - iii. Mains - 10 Laps
 - b. **Jr Flat**
 - i. Group qualifying (green-white-checkered)
 - ii. Heats - 6 laps
 - iii. Mains - 15 laps
 - c. **Pure Stock, Clone, Limited Mods, Caged Clone**
 - i. Group Qualifying: 2 laps (green, white, checkered)
 - ii. Heats -6 laps
 - iii. Mains - 20 Laps (Limited Mods 15 laps)
 - d. **Beginner Box and Box Stock**
 - i. Group Qualifying: 2 laps (green-white-checkered)
 - ii. Heats: 6 laps
 - iii. Mains: 15 laps
 - e. **250 and Open**
 - i. Group Qualifying: 2 laps (green, white, checkered)
 - ii. Heats: 6 laps
 - iii. Mains: 20 laps

Program may be adjusted due to 11pm curfew]

Class Payouts as followed:

Beginner Flat: Non-Payout

Jr flat: Non-Payout

Beginner Box: Payout

Box Stock: Payout
Pure Stock: Payout
Limited Mod: Payout
Clone: Payout
250 Wing: Payout
500 Wing Payout

Note: Payout is based on class size and kart count. If a sponsor has sponsored a race there is a possible increase in payout in the specific class sponsored.

GENERAL RULES (FOR ALL CLASSES)

All drivers must register for the race on or before the designated sign-in time. Pit passes are to be purchased before registration & are Non-Refundable for any reason. All drivers will attend the driver's meeting. Any driver who registers after the deadline will race at the back of both heat races. Any driver who misses a driver meeting will also race at the back of both heat races. It is recommended that a parent or guardian accompany young racers to the drivers meeting.

Drivers and parents of minor drivers are responsible for knowing and following the TKKC rules for their respective class. **DRIVERS ACCEPT THESE RULES BY DRIVING ON TO THE TRACK**. Driver and 1 other person allowed in tech. Once the driver and 1 other person enter tech no one can take their place. They will be the only person allowed in tech for that kart for that inspection.

Changing karts is permitted. Kart must display DRIVER'S registered number. SCOREKEEPERS MUST BE NOTIFIED of any changes.

1. Any kart changes will result in loss of starting position for the next event
- .2. Once the original green flag has been displayed, karts may not be changed.
3. If a driver or Kart change is not declared, the driver and/or kart may be subject to a penalty up to disqualification from the event. Updated 5-19-24

Hemi engines not allowed (Limited mods is the only exception.)

- Frames must be of kart configuration. Not to exceed 90" in overall length. **NO EXCEPTIONS**.
- Tires must be kart type only and not to exceed 6" in diameter.

BURRIS OR HOOSIER BRAND RECOMMENDED..

(scuffing, grinding, grooving allowed)

- Bodies can be any material, except wood. No sharp edges or protruding parts.
- The use of specific fuel is required in all classes. The specified fuel must pass any or all the following tests: - Visual; - Continuity meter; - Gravity test; - Gas, alcohol and water mix. Fuel meter will be calibrated to Fuel: 87 or 91 Octane ONLY

Fuel is recommended to be purchased from Chevron

10th and Fargo in Hanford, California

Address: 2497 N 10th Ave, Hanford, CA 93230

(Fuel meter will be reading fuel from this gas station)

- Classes are not allowed to use Nitromethane (CH₃NO₄) as fuel or additive and at this time Oxygen additives will also not be allowed due to the present methods; we have testing for fuel.
- A one-way radio receiving device is mandatory for all classes (**beginner flat will get 1 race grace period only**). Drivers must have their unit on and working during all events of the race/night including qualifying/hot laps. Failure to observe this rule shall result in, your kart not being scored and/or additional penalty assessment may occur as per discretion of Series officials. TKKC DOES NOT allow radio communication between driver & crew.
- The President's decision is final. All protests will be reviewed by a committee under the direction of the President. NO points will be awarded for that particular class until a final decision is reached.
- Kart Weights are assigned by each class.
- The class size of the track will be determined by safety and scoring.
- Kart numbers must be able to be read by the scorekeeper in the tower in color and size. If not legible and/or not corrected, the kart will not be scored.
Number must be on both sides of the karts and legible from the score tower.
- For all tire rules; ***See CLASS RULES FOR DETAILS***
- Mirrors are not allowed on karts.
- No traction control devices allowed * Must have solid axle and fixed hubs
- Birth Certificates are required for all minor drivers. Must be checked at the driver's first visit to the track.
- All kids flat karts must have front bumpers that adequately protect the drivers feet. (Outside of front tire to outside of front tire) Asphalt style bumper is allowed on tony karts/smaller wheelbase kids karts that noise pieces are not manufactured for. (At tech officials discretion.
- All weights must be painted with the karts number written in 2 locations. All weight must be attached with a min of 5/16 bolts and a

locking nut, with at least 2 threads showing past the top of the locking nut.

GENERAL RULES FOR WINGED CLASSES (in addition to the above-mentioned rules)

1. Wing sides must stay within 3” from the outermost edge of the kart. Overall length 48” maximum.
2. General rules follow the Red Bluff rule package - [RBO RULES](#)
3. Wing, hood and tail piece are mandatory in all classes. All Karts must start each event/race with them safely installed.
4. Class size on the track will be determined by safety and scoring.
5. Kart numbers must be able to be read by the scorekeeper in the tower in color and size. If not legible and/or not corrected, the kart will not be scored. Numbers must be at least 10’ in height and on both sides of the kart.
6. Any kart missing their qualifying order/group, must be in staging ready to qualify before the last kart/group finishes qualifying. Kart will get 1 lap to qualify.

CLASS STRUCTURE (Flat Karts)

BEGINNER FLAT

This is a training class and not intended for competition. This is a great opportunity to learn car control, proper reactions to the various flags and on track safety.

- **AGE:** 4 - 8 years old - Must be of age on or before March 1, 2023. Any and all exceptions must be approved by the race director.
- **All Beginner Flat Drivers must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **IDOL:** Kart needs to be able to idol in staging
- **BUMPERS AND NERF BARS:** All karts must have front bumpers that adequately protect the driver’s feet. (outside of front tire to Outside of front tire) asphalt style bumper is allowed on tony karts/smaller wheelbase kids karts that noise pieces are not manufactured for.. At the tech officials discretion.. Karts must have nerf bars that adequately protect the kart from side impact, and will prevent karts from “hooking” wheels. Rear bumpers are required and must extend to at least the centerline of the rear tires.
- **MOTOR:** Predator 212cc. STOCK engine. No aftermarket parts, No machine work of

any kind (2025 season bone stock predator no alterations of any kind is being discussed) Any air filter may be used. **MUST USE .375” red restrictor plate UNMODIFIED. Ghost,Hemi motors not allowed.**

- **FUEL:** Pump gasoline only.
- **WEIGHT:** Minimum 240
- **EXHAUST:** weiner pipe akra legal with standard muffler only, No modification allowed, repairs or welding on the pipe is illegal..(except opening bolt holes to fit on cylinder head bolt/studs). Mufflers must be run at all times.The pipe must be replaced, not repaired.
- **TIRES:** (grinding, siping, grooving allowed)

JUNIOR

- **AGE:** 8 -14 years old - Must be of age on or before March 1, 2023. Any and all exceptions must be approved by the race director.
- **All Junior Drivers must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **MOTOR:** Following the Pure Stock rules with the exception of: The addition of a .500” purple RESTRICTOR plate. Following the Pure Stock rules, legality will be checked with a GONO GO GAUGE
- **Exhaust:** Weiner pipe akra legal with standard muffler only, No modification allowed, repairs or welding on the pipe is illegal.. The muffler must be replaced, not repaired. (except opening bolt holes to fit on cylinder head bolt/studs). Muffler must be run at all times. **Ghost,Hemi motors not allowed.**
- **BUMPERS AND NERF BARS:** All karts must have front bumpers that adequately protect the driver’s feet. (outside of front tire to Outside of front tire) asphalt style bumper is allowed on Tony karts/smaller wheelbase kids karts that noise pieces are not manufactured for.. Front bumpers are recommended on all other flat karts. Karts must have nerf bars that adequately protect the kart from side impact, and will prevent karts from “hooking” wheels. Rear bumpers are required and must extend to at least the centerline of the rear tires.
- **TIRES:** Treads only. Right rear durometer 48 before or after an event at official’s discretion.
- **FUEL:** Pump gasoline ONLY.
- **WEIGHT:** Minimum 300lbs.

LIMITED MODIFIED

- **AGE:** Minimum age 15 years old - **Must be of age on or before March 1, 2023.**
Any and all exceptions must be approved by the race director.
- **All minor Limited Mod must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **ENGINE:** Maximum 212CC engine must maintain stock stroke.
- **FUEL:** gasoline/race gas or methanol **methanol will be tested with a water test.
- **WEIGHT:** Minimum 400 lbs. **Kt 100 380:** (Weights may be subject to change)
- **BUMPERS AND NERF BARS:** All karts must have front bumpers that adequately protect the driver's feet. Karts must have nerf bars that adequately protect the kart from side impact, and will prevent karts from "hooking" wheels. Rear bumpers are required and must extend to at least the centerline of the rear tires.
- **EXHAUST:** Header must be round and the end may be expanded to accommodate a muffler/silencer. If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident.
- **TIRES:** (grinding, siping and grooving allowed)

CLONE

- **AGE:** Minimum age 16 years old - **Must be of age on or before March 1, 2023.**
Any and all exceptions must be approved by the race director.
- **All minor Clone drivers must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **APPROVED ENGINES:** OHV engines generally referred to as Clones with a maximum displacement of 212 cc's. Current legal engines include, but not limited to: the Lifan, Hound, Harbor Freight Blue, Yellow, Jaing Dong, Yamakoyo, Blue Max, Ducar, Dupor & Predator. **Ghost, Hemi motors not allowed**
- **ENGINE COMPONENTS:** Must be original OEM clone components unless otherwise specified. Removal of unnecessary OEM items such as exhaust system, air cleaner, fuel tank, governor, low oil sensor, etc. is permitted. Welding or epoxy repair permitted to the block, head and side cover provided they don't enhance performance.
- **EXHAUST SYSTEM:** Non tech except header must be round and the end may be expanded to accommodate a muffler/silencer. If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident.

- **CARBURETOR:** Huayi/Ruxing type carb only. Choke assembly must be in place and functional. Venturi .615" max diameter, must be round, checked with go/nogo gauge. Jetting is open. Filter adapter and filter are open any pulse type fuel pump permitted and can be pulsed from the crankcase, side cover or valve cover. Carburetor dimensions to be checked with go/no go gauge. ***Plastic carburetor isolator must be installed in its original location, inner diameter size and finish is non tech, all air/fuel entering engine must pass through the isolator. Restrictor plates are optional depending on post-race kart and driver weight, if a restrictor plate is used it must be installed on kart in its intended manner between the carburetor and isolator, restricting the air flow into the cylinder head in such a way that all intake air/fuel must pass through the restrictor plate. Restrictor plate must remain unmodified from the manufacturer (i.e. a blue plate must have a .550" restrictor opening). No other spacers, manifolds, or pulse adapters may be used.
- **FUEL TANK:** Non-Tech. (It is recommended that for safety reasons a remote/floor mounted tank may be used.) Tank must be securely fastened.
- **FUEL:** 87 or 91 Octane ONLY. Fuel must be purchased from Chevron

Address: 2497 N. 10th Ave Hanford, CA

- **CLUTCH:** Any engine mounted shoe/drum clutch. No axle clutches, No disc Clutches.
- **CONNECTING RODS:** OEM rods, or approved and unmodified billet rods only (Approved rod list: ARC #'s 6252, 6254, 6256, 6269, 6270, 6271)
- **PISTONS:** OEM Std bore only. Three ring design and all rings to be intact and functional. 196 may use OEM honda piston.
- **CRANKSHAFT:** Standard OEM item with stock stroke length (plus or minus .005"). No alterations permitted.
- **FLYWHEEL AND IGNITION COIL:** Must use stock clone ignition coil, plug wire, and resistor spark plug boot. Spark plug is open. Flywheel must be from approved list, 3.3-pound minimum weight, no flywheel modifications allowed.

Approved flywheel list:

OEM Cast Iron

ARC: 6619, 6625, 6626, 6695

Race Seng : RSP13075, RSP13077

King: Billet Steel, Billet Aluminum Slipstream

Dyno: PVL aluminum flywheel

- **CYLINDER HEAD:** OEM heads only with no port modifications allowed. Head gasket required, but type and thickness are open. Traditional style heads only, No Hemi type heads. Combustion chamber volume is open.
- **VALVE TRAIN:** OEM pushrods, pushrod guide plates, retainers, springs, keepers, stock stamped steel pedestal mount rocker arms and adjusters only. OEM valves with 45 seat angles only and no lightning or polishing. Stock 1:1 ratio OEM rocker arms only. OEM valve springs only with a maximum spring diameter of .798" (wire diameter .073" max) and a maximum tension of 10.8 lbs. at .850" compressed height. Installed height of spring is .815" minimum with any spacers or seals.

- **CAMSHAFT:** Stock appearing camshaft cores only with the ez-spin assembly un-altered and in stock condition. Max intake lift is .240". Max exhaust lift is .245". Readings are taken with a dial indicator on the valve spring retainer with zero lash.
- **FASTENERS AND GASKETS:** Non-tech but must retain their original factory size. Heli-coils, studs, etc. allowed for repair purposes.
- **CRANKCASE BREATHERS:** Crankcase breathers are to be routed internally through the valve cover as originally intended in OEM configuration. No additional breathers allowed. Vent tube must go to a catch can, in order to collect any oil blow by.
- **STARTER:** Stock pull starter must be in place and functional.
- **WHEELS AND TIRES:** Any 5" or 6" diameter Kart type Wheel. Tires must be Tread design. & Unaltered. Any Brand of Tire is allowed violators subject to DQ. Tires must be absolutely dry before coming to grid or must be changed prior to the session. Tires must not appear sanded/ground/or cut. RR tire must read minimum 48 on Track Tire Durometer.
- **WEIGHT:** Kart and driver 370 lbs. (315 lbs. with an unmodified blue ARC .550" restrictor plate, or 425 with open RR tire) after the A main event. Specified karts and drivers must go to scales after a main event or will be **DISQUALIFIED** and will forfeit any money or points for that night and the **Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!**
 - All weights added to the kart must be painted white and number in 2 spots securely fastened to the kart with a minimum 5/16 inch diameter bolt and lock nut with 2 threads sticking past the nut.. If weight is attached to the seat large area "fender" washers must be used. Kart Weight must be displayed on the engine shroud or top plate to aid track officials at the scales. Any kart that loses a weight will be disqualified from that session and lose points/position from that session.
- **BODYWORK:** All bodywork components must be constructed of high strength plastic, fiberglass, or advanced composites. No metallic materials to be used for side panels or nosecones. Body work must not obstruct the driver's forward or peripheral view. No panels or bodywork may cover the driver's head. All karts must have body work or bumpers that protects the leading edge of the front tires from contact with another kart.
- **BUMPERS AND NERF BARS:** All karts must have front bumpers that adequately protect the driver's feet. Karts must have nerf bars that adequately protect the kart from side impact and will prevent karts from "hooking" wheels. "Speedway" style rear bumpers are required and must extend to at least the centerline of the rear tires.
- **BRAKES: Hydraulic brake are mandatory;** Brake rotor must have a guard "wolf plate" to protect the seat from contacting the brake rotor in the event of a seat mounting failure.
- **TECH DRIVERS:** After the main event, the top 4 karts will proceed to the designated tech area, at this point the kart will be considered "impounded", karts will be inspected in their finishing order. Drivers/Crew will be required to assist with removal of parts, drain their oil, and to help facilitate the technical inspection on their kart.
- **TECH ITEMS:** Items will include but are not limited to:

- Carburetor/intake: This will include checking the maximum venturi size via go/nogo gauge, checking the isolator, restrictor plate (if present), and for porting of the intake.
- Tire Durometer: RR tire must read a minimum of “48” on the house durometer at tech officials discretion..
- Max Camshaft Lift: Will be measured at the valve spring retainer with the rocker arm set at “zero” lash.
- Clutch: Check for drum/shoe type clutch
- Exhaust port: Check for porting of cylinder head on the exhaust side.
- Valve springs: this will include wire diameter and coil spacing checks to ensure 10.8 BS springs are in place. Valve spring installed height: Check installed height .815” Flywheel check from approved list. internal scope check for internal violations (rod, crankshaft modifications)

PURE STOCK

- **AGE:** Minimum age 15 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.
- **All minor Pure Stock drivers must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **MOTORS:** All motors must be predator 212cc. **Ghost,Hemi motors not allowed**
- **EXHAUST:** Exhaust may be removed and replaced with RLV Part Number, RLV5435 ONLY. The header must be round and the end may be expanded to accommodate a muffler/silencer. No Other Alterations to Pipe Allowed. **If it has to be repaired it must be replaced..** (The only exception is If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident).
- **TOP PLATE:** Any top plate allowed to remove the fuel tank.
- **FUEL PUMP:** May have pulse type fuel pump, Vacuum Pulse Fitting from Valve Cover Only.
- **AIR FILTERS:** Stock air filters may be removed and replaced with any type of clone air filter adapter.
- **GOVERNOR:** All governor components may be removed. Removal of the Low oil switch is also allowed.
- **CAMSHAFT:** CL 1 cam is the only camshaft allowed: Dyno tech sheet will be used.
Non Hemi: Intake exhaust

Open:	43.0 BTDC	80.5 BBDC
Close:	76.5 ABDC	41.0 ATDC
Lift:	.224"	.231"
C/L:	108.5 ATDC	110.0 BTDC

DUR @ 50: 219.0 Deg 222.5 Deg
DUR @ 200: 85.5 Deg 98.0 Deg

- **ENGINES:** Engines must use all OEM parts. OEM defined as (original equipment manufacturer) unaltered in any way. THIS MEANS NO ALTERATIONS TO ANY INTERNAL PARTS ALLOWED (with the above acceptance only). OEM valve springs only with a maximum spring diameter of .798”(wire diameter .073” max) and a maximum tension of 10.8 lbs. at .850” compressed height. Installed height of spring is .815” minimum with any spacers or seals.
- **PREDATOR MOTOR:** Predator 212cc cannot use any component parts from the hemi 212cc motor. Must maintain dished piston from predator 212cc.
- **FUEL:** Fuel is 87 or 91 octanes only. Track is recommending you purchase fuel at Chevron Station located at 2497 N 10th Ave. Hanford. Fuel will NOT be sold at the track. Maximum Allowance is +10 on meter.
- **SPARK PLUG:** Spark plug is open.
- **CARBURETOR:** Venturi .615” max diameter, must be round, checked with go/no go gauge. Maximum jet sizes are .025” idle circuit, .039” Primary. No Alterations to any other air bleed passages. Emulsion tube must remain stock. Isolator Plate must be in place and as cast from manufacture. No modifying of carburetor / choke shafts and or blades in any way. Must be oem unaltered.

**Left low speed air hole .062 go/no go.

**Right hole .045 go/no go.

**Emulsion tube center hole .069 go/no go.

- **FLYWHEELS:** No aluminum flywheels or off set key. Must be factory
- **CLUTCH:** Must run drum clutch. Gear ratio is open.
- **TIRES:** Treads only. Right rear durometer 48 before or after an event at official’s discretion. (grinding, siping and grooving allowed.
- **WEIGHT:** Predator 212cc - 350 lbs.
- **TECH:** Any motor showing enhanced performance will have full tech after the main event. If anything is found to be in fault of rules that motor will be banned from racing and must be replaced.

Track director/Tech/official has the option to exchange any motor they feel is performing beyond its ability. They will have a new replacement motor on hand. This rule will not apply to old motors that are built to perform just to exchange for a new one. Bypassing tech or not teching the **Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!**

CLASS STRUCTURE (Caged Karts)

BEGINNER BOX

- **AGE:** 4 - 8 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.

- **If you have had 2 seasons of racing experience and are age 8 or older on or before March 1, 2023 you must run in the Box Stock Division.**
- **All Beginner Box Drivers must be prepared to present a copy of their birth certificate on registration day.**
- Minor release is mandatory. A new release is needed for every race season.
- When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
- Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
- **FUEL SPECS:** Gasoline only in this class. No Methanol, E 85, Oxygenates, Fuel Enhancers or Additives of any type. No blending of fuel products. Fuel is a Tech item.
- **212cc non-hemi predator-engine:** Must be right out of the box. Chain guard is MANDATORY. Everything else MUST remain stock including all internal parts (cam, rod, piston). Governor MAY BE DISCONNECTED, stock flywheel key. Stock air box and exhaust. Stock carb and valve springs. No machining or decking of the head OR block.

OR

Briggs and Stratton LO 206 with **green slide**

- **Briggs and Stratton LO 206 as outlined:** [RBO RULES](#)
- **TECH:** Bypassing tech or not teching the track reserves the right to perform any and/or a complete tech on the kart before it is allowed back on the track!
- **WEIGHT:** 250lbs kart and driver.
- **TIRES:** Right rear must durometer 48, before or after an event at official's discretion. (grinding, siping allowed)
- **CLUTCH:** Any drum or engine mounted disc clutch.

BOX STOCK

- **AGE:** 8 - 13 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.
- **All Box Stock Drivers must be prepared to present a copy of their birth certificate on registration day.**
 Minor release is mandatory. A new release is needed for every race season.
 When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.
 Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.
FUEL SPECS: Gasoline only in this class. No Methanol, E 85, Oxygenates, Fuel Enhancers or Additives of any type. No blending of fuel products. Fuel is a Tech item.
WEIGHT: Minimum Weight of Kart and Driver is 270Lbs.
TIRES: Right rear must durometer 48, before or after the event at official's discretion. Any Kart type Rims/Tires.(grinding, siping allowed)
CLUTCH : Any drum or engine mounted disc clutch.

ENGINE: Option(S)

Discontinued the Subaru and flat head motors in the Box Stock & Beginner Box Stock class

- Briggs and Stratton LO 206 with **black slide.**
- **Briggs and Stratton LO 206 as outlines [RBO RULES](#)**

TECH: Bypassing tech or not teching the Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!

250 CLASS

- **AGE:** 10 - 18 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.
- **All 250 drivers must be prepared to present a copy of their birth certificate on registration day.**

Minor release is mandatory. A new release is needed for every race season.

When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.

Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.

WEIGHT: Minimum **390 lbs.** with Driver

FUEL: Gasoline, Racing Fuel or Methanol only. No Nitrous Oxide.

ENGINE: Engine must be approved 250cc dirt bike engine, Stock bore and stroke from factory – and 250CC Single Cylinder Engine allowed.

TIRES: Must be tread design. RIGHT REAR stamped 50 from factory and 50 DUROMETER BEFORE OR AFTER An Event. (at officials discretion)(grinding,siping and grooving allowed)

TECH: Bypassing tech or not teching the track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!

THE FOLLOWING WILL BE USED FOR OUTLAW KART RULES (with the exceptions above) [RBO RULES](#)

OPEN (500) CLASS

- **AGE:** Minimum age 13 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.
- **All minor Open drivers must be prepared to present a copy of their birth certificate on registration day.**

Minor release is mandatory. A new release is needed for every race season.

When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.

Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.

MOTOR: Any CC single cylinder engine allowed.

WEIGHT: Minimum 450lb with Driver

FUEL: Gasoline, Racing Fuel or Methanol only. No Nitrous Oxide.

TIRES: Must be tread design. RIGHT REAR Stamped 50 and 50 DUROMETER BEFORE OR AFTER an event. (grinding, siping and grooving allowed)

TECH: Bypassing tech or not teching the Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!

THE FOLLOWING WILL BE USED FOR OUTLAW KART RULES: [RBO RULES](#)

CAGED CLONE

- **AGE:** Minimum age 12 years old - **Must be of age on or before March 1, 2023.** Any and all exceptions must be approved by the race director.
- **All minor Caged Clone drivers must be prepared to present a copy of their birth certificate on registration day.**

Minor release is mandatory. A new release is needed for every race season.

When a parent is not present at a race event, a notarized minor release form is required to allow the minor to participate or attend.

Minors must be always accompanied by an adult while in the pit area. Parent/guardian is responsible for the actions of the child.

WHEELS & TIRES: Any 5" or 6" diameter Kart type Wheel. Tires must be Tread design. & Unaltered. Any Brand of Tire are allowed on the tire at any time, violators subject to DQ and track may confiscate tire(s). (grinding, siping and grooving allowed).

WEIGHT: **Kart and driver minimum weight is 400 pounds AND the RR tire must be stamped 50 from manufacturer and read minimum 50 with track tire durometer.** Top 4 drivers must go to scales after A main event or will be DISQUALIFIED and will forfeit any money or points for that night. Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track! If weight is attached to the seat, a large area "fender" washers must be used. Kart weight must be displayed on the engine shroud or top plate to aid track officials at the scales. All weights added to the kart must be painted white and number in 2 spots securely fastened to the kart with a minimum 5/16 inch diameter bolt and lock nut with 2 threads sticking past the nut.. If weight is attached to the seat large area "fender" washers must be used. Kart. Any kart that loses a weight will be disqualified from that session and lose points/position from that session.

BODYWORK: All bodywork components must be constructed of high strength plastic, fiberglass or advanced composites. Non metallic materials to be used for tail pieces or nosecones. Body work must not obstruct the driver's forward or peripheral view. No panels or bodywork may cover the driver's head. All karts must have body work or bumpers that protect the leading edge of the front tires from contact with another kart. Side panels may be constructed of aluminum, high strength plastic, fiberglass or advanced composites. Side panels are recommended to be no more than 400 square inches. If a side panel is used on the motor side of the kart that side panel shall require NO tools to remove the panel.

BUMPERS AND NERF BARS: All karts must have front bumpers that adequately protect the driver's feet. Karts must have nerf bars that adequately protect the kart from side impact and will prevent karts from "hooking" wheels. "Speedway" style rear bumpers are required and must extend to at least the centerline of the rear tires.

BRAKES: Hydraulic brakes are mandatory. Brake rotor must have a guard "wolf plate" to protect the seat from contacting the brake rotor in the event of a seat mounting failure.

APPROVED ENGINES:

Tillotson TPP-225RS (**Must use** [Specs for Tillotson TPP-225RS](#) omit section D:general #6 and section C:Oil).

OHV engines generally referred to as Clones with a maximum displacement of 212 cc's. Current legal engines include, but not limited to: the Lifan, Hound, Harbor Freight Blue, Yellow, Jaing Dong, Yamakoyo, Blue Max, Ducar, Dupor & Predator. PREDATOR HEMI MOTORS ARE NOT ALLOWED!

ENGINE COMPONENTS: (applies to all engines except Tillotson) Must be original OEM clone components unless otherwise specified. Removal of unnecessary OEM items such as exhaust system, air cleaner, fuel tank, governor, low oil sensor, etc. is permitted. Welding or epoxy repair permitted to the block, head and side cover provided they don't enhance performance.

EXHAUST SYSTEM: (applies to all engines except Tillotson) Non tech except header must be round and the end may be expanded to accommodate a muffler/silencer. If no muffler is used a safety ring must be present on the exhaust tip to prevent injury in case of accident.

- **CARBURETOR:** (applies to all engines except Tillotson)Huayi/Ruxing type carb only. Choke assembly must be in place and functional. Venturi .615" max diameter, must be round, checked with go/nogo gauge. Jetting is open. Filter adapter and filter are open any pulse type fuel pump permitted and can be pulsed from the crankcase, side cover or valve cover. Carburetor dimensions to be checked with go/no go gauge. ***Plastic carburetor isolator must be installed in its original location, inner diameter size and finish is non tech, all air/fuel entering the engine must pass through the isolator. Restrictor plates are optional depending on post-race kart and driver weight, if a restrictor plate is used it must be installed on kart in its intended manner between the carburetor and isolator, restricting the air flow into the cylinder head in such a way that all intake air/fuel must pass through the restrictor plate.
- **RLV part number ETT0837 intake manifold with pulse adaptor may be used unmodified or unaltered in any way.**
- **RESTRICTOR PLATE:** applies to all engines except Tillotson)(Restrictor plate must remain unmodified from the manufacturer (i.e. a blue plate must have a .550" restrictor opening). No other spacers, manifolds, or pulse adapters may be used.

FUEL TANK: Non-Tech. (It is recommended that for safety reasons a remote/floor mounted tank may be used.) Tank must be securely fastened.

CONNECTING RODS:(applies to all engines except Tillotson) OEM rods,

or approved and unmodified billet rods only (Approved rod list: ARC #'s 6252, 6254, 6256, 6269, 6270, 6271)

PISTONS: (applies to all engines except Tillotson) OEM Std bore only.

Three ring design and all rings to be intact and functional. 196 may use OEM honda piston.

CRANKSHAFT: (applies to all engines except Tillotson) Standard OEM item with stock stroke length (plus or minus .005"). No alterations permitted.

FLYWHEEL AND IGNITION COIL: (applies to all engines except Tillotson) (Must use stock clone ignition coil, plug wire, and resistor spark plug boot. Spark plug is open. Flywheel must be from approved list, 3.3-pound minimum weight, no flywheel modifications allowed.

Approved flywheel list:

OEM Cast Iron

ARC: 6619, 6625, 6626, 6695

Race Seng : RSP13075, RSP13077

King: Billet Steel, Billet Aluminum Slipstream

Dyno: PVL aluminum flywheel

CYLINDER HEAD: (applies to all engines except Tillotson) OEM heads only with no port modifications allowed. Head gasket required, but type and thickness are open. Traditional style heads only, No Hemi type heads. Combustion chamber volume is open.

VALVE TRAIN: (applies to all engines except Tillotson) OEM pushrods, pushrod guide plates, retainers, springs, keepers, stock stamped steel pedestal mount rocker arms and adjusters only. OEM valves with 45 seat angles only and no lightning or polishing. Stock 1:1 ratio OEM rocker arms only. OEM valve springs only with a maximum spring diameter of .798" (wire diameter .073" max) and a maximum tension of 10.8 lbs. at .850" compressed height. Installed height of spring is .815" minimum with any spacers or seals.

CAMSHAFT: S(applies to all engines except Tillotson) stock appearing camshaft cores only with the ez-spin assembly un-altered and in stock condition. Max intake lift is .240". Max exhaust lift is .245". Readings are taken with a dial indicator on the valve spring retainer with zero lash.

FASTENERS & GASKETS: (applies to all engines except Tillotson) Non-tech but must retain their original factory size. Heli-coils, studs, etc. allowed for repair purposes.

CRANKCASE BREATHERS: (applies to all engines except Tillotson) Crankcase breathers are to be routed internally through the valve cover as originally intended in OEM configuration. No additional breathers allowed. Vent tube must go to a catch can, in order to collect any oil blow by.

- **STARTER:** Stock pull starter must be in place and functional.
- **FUEL:** 87 or 91 Octane ONLY. Fuel must be purchased from Chevron located at 2497 N. 10th Ave Hanford, CA

- **CLUTCH:** Any engine mounted shoe/drum clutch. No axle clutches, No disc Clutches.
- **PROTESTING:** Any competitor that started the main event may protest any other competitor for legality within 15 minutes of completion of the main event. Protest must be made in writing to the assigned tech steward for that race, accompanied by a \$350.00 protest fee. If the kart in question is deemed legal, a \$250. will be awarded to the driver receiving the protest, if the kart in question is deemed illegal, then \$250.00 will be returned to the protesting driver. \$100 goes to the TKKC weather legal or illegal.
- **TECH DRIVERS:** Top 4 drivers must go to scales after A main event or will be DISQUALIFIED and will forfeit any money or points for that night. **Track reserves the right to perform any and or a complete tech on the kart before it is allowed back on the track!**
- **TECH PROCEDURES:** After the main event, the top 4 karts will proceed to the designated tech area, at this point the kart will be considered “impounded”, karts will be inspected in their finishing order. Drivers/Crew (same 2 people per kart, can not switch people once they enter tech are) will be required to assist with removal of parts, drain their oil, and to help facilitate the technical inspection on their kart.
- **ENGINE CLAIM:** In order to be eligible to claim an engine you must be on the lead lap. Only the top 3 in the A main can be claimed. Only drivers that have entered in an event at TKKC previous to the claim and are point earning members at TKKC during that calendar year are eligible to claim an engine. Claim is \$1200.00 or swap engines with the driver making the claim. The racer being claimed decides whether to take the money or swap engines. Long block only and does not include the following: clutch, motor mount, top plate, chain guard, air filter, air filter adapter and hardware, throttle linkage, fuel pump or header. Engine condition and legality are the responsibility of the driver(s) receiving engines during a claim. Once the claim is initiated with payment and announcement of intention, it may not be reversed. If you wish to claim the engine of another competitor you must pull into tech after the main event and present your intention and \$1200.00 to a TKKC official. (Money must be present on driver)
Following the announcement both karts involved in the claim will be turned off and pushed to a neutral area determined by a TKKC official. Drivers and pit crew will not be allowed to handle their karts until instructed to do so by a speedway official. Both teams will be allowed to have an observer present during engine removal. Any attempt to sabotage an engine during a claim will result in the driver of the offending team being suspended from competition and/or a \$1000 penalty paid to TKKC. The race director will notify of any fine and/or suspension and when the driver may return. Any driver who refuses a claim will lose all points and money for that night as well as any accumulated points for the season and/or be suspended from racing at TKKC indefinitely. All claim transactions will be documented by TKKC and signed by the drivers and officials involved.