

2011 TTKA RULES and REGULATIONS

RULE CHANGES FOR 2011 HIGHLIGHTED IN RED

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10 General

10.1 Introduction

10.1.1 Spirit and Intent:

"Competition is the embodiment of the mind, body and spirit working as one."

If this book does not say you can, you cannot!!

Guidelines offered in this publication are subject to the term "spirit and intent" and apply to the technical aspects of Kart racing as well as to the actions of drivers and crew members. It is expected that all participants will adhere to the spirit and intent of these rules. These are guidelines for fair and equitable competition. They are not the basis to "read between the lines" in order to circumvent the intent. TTKA does not intend to become bogged down by internal litigation. If you are the type of person that is intent on finding loopholes, then it is imperative that you reevaluate your association with the TTKA. The "spirit and intent" clause allows the Chief Steward and/or Race Director to make timely decisions and resolve disputes. The Competition Secretary's copy of these Rules & Regulations will be used to determine the outcome of any dispute. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact the Committee to make sure it is legal and will be allowed.

10.1.2 Disclaimer:

These rules shall govern all TTKA events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

10.2 Membership

10.2.1 Fees:

Annual membership fee is TT\$300.00 INDIVIDUAL, TT\$400.00 FAMILY (Children up to and including 18 yrs old).

10.2.2 Race registration fee is TT\$200.00 per driver, per class if paid at the briefing meeting before race day. Fee will be carried over to next event if driver is unable to participate as

determined by the time of Pre Race Briefing on the day of event. TT\$250.00 will be charged for registering on race day prior to Pre Race Briefing. Registration CLOSSES at the start of Pre Race Briefing. No one will be allowed to race who has not registered.

The TTKA offers the option of paying TT\$1500.00 per driver, per class at the first TTKA meeting for the year. This will cover registration fees for the scheduled ten club events for the year.

10.2.3 Entry form is available on the TTKA web site and must be downloaded and filled out by each competitor for submission at briefing meeting. If you do not have a form at the meeting they will be available from the committee at \$10.00 each. If no entry form is submitted at briefing meeting then late entry fee on race day will be applied.

10.3 Administrative Policies

10.3.1 Liability Waiver:

All drivers shall sign a waiver and release of liability before participating in any TTKA event. The entrant and/or driver, in submitting the entry form for any TTKA event agrees to hold TTKA, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from all liability. This includes, but is not limited to, injury to persons, property, employees and/or reputation that may be received by said entrant/or driver, from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form, or caused by any construction or conditions of the course over which the event is held.

10.3.2 Parental Consent Form:

A "Parental Consent Form" must be signed by a parent or court appointed guardian for any participant under the age of eighteen (18), prior to the minor entering any restricted areas, which include but are not limited to the Paddock, Pit Area, Hot Grid, or Track Surface.

10.3.3 Pit Entry:

Anyone entering the pit area at a TTKA sanctioned, affiliated, or insured race, including Pit Crew, Track Officials, Tech Personnel, or other personnel, MUST sign the waiver and release of liability and be in possession of proper credentials prior to engaging in the business of race preparation. Failure by anyone to comply may result in disqualification, suspension or other action (see section 10.8) as deemed appropriate by the Chief Steward, Race Director, or TTKA Officials.

10.3.3.1 The driver is responsible for the actions of their pit crew at all times. The disciplinary actions taken on the pit crew will be levied against both the pit crew and/or the registered entrant/driver (see section 10.8.1).

10.3.3.2 TTKA is, at all times, empowered to determine the number of persons per entry that may be permitted entry or access to the pit area. TTKA may revoke permission, as may have been granted any individual, for misbehavior, noncompliance with these competition regulations, or disobedience of a Race Official's orders. Such revocation of privilege may lead to expulsion from the pit area or from the track property (see section 10.8).

10.3.3.3 No person is allowed to drive a Kart on the track other than the registered, driver for any reason whatsoever, without the permission of an Official.

10.3.4 Appearance:

It is essential, as our sport continues to grow, that every effort is made to present the highest possible appearance standard possible. More and more media attention is being directed toward our sport and TTKA is leading the way in presenting our best possible image. To this end, certain minimum requirements shall be imposed on all members. Televised or high-profile events will demand at a minimum, clean and professional driver and team standard. Gross violations of these minimums may result in revocation of entry or team.

10.3.4.1 Driver:

All members competing in TTKA events shall maintain a clean, neat appearance. Driver wear shall be clean for each event.

10.3.4.2 Kart:

Series or class sponsor decals shall be displayed as directed by TTKA. All other appearance elements of the racing vehicle should reflect the highest possible standards and shall not be less than clean.

10.3.4.3 Crew:

The term "crew" shall encompass all persons in a competitor's tent in the pit area and is not limited to mechanics, paid helpers etc. All crew persons shall maintain a high standard of appearance at all events. During the "Official" event days teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

10.3.5 Official Entry:

The driver is the official entry in a TTKA racing event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions of the chassis without the permission of the Race Director. Viable reasons include a bent or broken chassis. The Chief Steward or Race Director is to consider all safety concerns involved. The Kart chassis is official once the first competitive Green Flag (qualifications, first heat, etc.) is thrown on that Kart chassis. You may practice with as many chassis' as you wish that have cleared pre-tech, but once competition begins, you are bound to that chassis for the remainder of the event competition. A Kart chassis can have only one entrant competing in it per class. A Kart may be entered in more than one class if applicable, and meets all the requirements of both classes (see section 10.4.3.7).The Kart chassis identification number will be recorded or the chassis will be marked after qualifying.

10.3.6 Entry Refunds:

General policy will be no entry refunds after the start of event day activities. Any attempt, for whatever reason, by the competitor/entrant/crew to defraud TTKA by canceling payment of fees, by any means, after the start of the event day activities (i.e., canceling checks, canceling credit card transactions, etc.) will have their TTKA privileges revoked indefinitely! TTKA may pursue restitution via all limits of the law. (See Penalty #15)

10.3.7 Number of Entries per Class:
Only one entry per driver, per class is allowed in any given TTKA event.

10.3.8 Substitute Drivers:
Substitute drivers are not allowed. Should for any reason, a driver not be able to complete an event or, for any reason, not be able to compete in the following event(s) of a series, no alternate or substitute driver may replace the affected driver, whether for one race or one event, for the purpose of accumulating points on the behalf of the affected driver.

10.4 Safety

10.4.1 General:
Safety is the primary concern of TTKA at any of its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to raise safety standards of the sport.

10.4.2 Protective Equipment:

10.4.2.1 Helmets:
Must be a full face helmet designed for Kart or open wheel Auto Racing. Must meet either Snell K-98, M95, or SA 95 standard or better. Note, the chin bar must be an integral part of the helmet structure. Moto Cross style bolt on chin and face protectors do not meet these Snell standards, and will not be allowed.

10.4.2.2 Gloves:
Manufactured for racing and possessing racing related grip enhancement and offering a degree of abrasion resistance. NO OPEN FINGERS GLOVES ALLOWED.

10.4.2.3 Driving Suits:
Manufactured for Kart racing. Suit must be constructed of heavy weight abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jacket and jeans are not permitted.

10.4.2.4 Footwear:
High-top shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position. Any high top shoe

that provides protection for kids under 15 will be allowed.

10.4.2.5 Neck Brace:
Neck brace must be manufactured for racing & must include a foam insert as originally designed and produced, and will be required for all "on track" activities. Altered neck braces, including removal of foam insert (unless they are designed to do so for proper fit, e.g. "Rector" brand, etc.), are in "Non Compliance". The standard penalty for using an altered neck brace will be a 5 position loss for that track session. Loss of neck brace on course will result in a BLACK w/ ORANGE DOT flag (see section 20.6.7.6).

10.4.2.6 Rib protectors:
These protective items are highly recommended but NOT considered required. Lateral forces generated in Kart racing are a serious concern and all TTKA competitors are urged to consider this protective device.

10.4.2.7 Chest protectors:
It is a medical fact that kids are susceptible to serious injury because their chest muscles are not fully developed. We urge that chest protectors be worn in the cadet group and will be mandatory in 2010.

10.4.3 Accidents:

10.4.3.1 Race Officials and Emergency Medical Personnel are the only persons authorized to be on the track when an accident occurs. Exceptions to this are at the discretion of the Chief Steward or Race Director.

10.4.3.2 Karts involved in an accident may be stopped for inspection by Officials.

10.4.3.3 Any driver who sustains an injury must be examined by Medical Personnel.

10.4.3.4 Any driver(s) that appear to be injured, thus drawing a Red Flag, will not be allowed to continue racing until they have medical clearance. That driver will not be allowed to re-enter the track session where the incident occurred (heat or main).

10.4.3.5 Kart and driver will continue only with approval from Race Director.

10.4.3.6 Any repair to Kart must only be approved by the Race Director.

10.4.3.7 Major damage resulting in a need to change chassis may ONLY be undertaken with the approval of the Chief Steward and Race Director (see section 10.3.5).

10.5 Safety Disclaimer

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crew members, officials, promoters, and TTKA, have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and will always be present at a high level. Although safety is everyone's concern, TTKA cannot, and is not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants in the event(s) as follows:

10.5.1 Promoter Responsibility:

The Promoter is directly and finally responsible to ensure that the racing facilities are adequate, including safety personnel and equipment, for the event. Both for the purpose of preventing injury where reasonably possible and responding to injury should it occur. He is further responsible for ensuring the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury. The Promoter will not be held liable by others' negligent actions.

10.5.2 TTKA Responsibility:

Employees and representatives of TTKA, when they are present at an event, will inform the Promoter of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they (a) observe and (b) consider in their best judgment to be inconsistent with the interest of safety. In general, however, TTKA employees and representatives are not present at events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, TTKA cannot and does not take responsibility or liability to ensure the adequacy, for the purposes of safety, of the racing facility, safety

personnel, equipment or conditions at the track. The Promoter and the competitors are solely and ultimately responsible for such matters at all TTKA events. TTKA reserves the right to cancel, reschedule or delay a race at its sole discretion if the safety of competitors, spectators, crew members or staff members is endangered for any reason.

10.5.3 Competitors' Responsibility:

Competitors are closer to the racing facilities, track conditions, safety personnel and equipment, than are TTKA Officials or the Promoter and are therefore best able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe and promptly report to the Chief Steward any inadequacy in the facilities, personnel, equipment or conditions at the track before, during and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their Race Karts and Racing Equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crew member) in a manner designed to minimize to the degree possible, the risk of injury to themselves and others. Neither TTKA nor the Promoter will assume any liability (see section 20.4.1) for the safety or technical compliance of a competitor's Race Kart and/or Racing Equipment.

10.5.4 TTKA Officials:

In TTKA events, TTKA Officials are independent contractors, often employed by the Promoter in other capacities. Those Officials, in the exercise of their independent judgment, will report promptly to the Promoter any observed safety inadequacies in the racing facilities to include safety personnel and equipment. In addition, if a TTKA Official observes any safety inadequacy in a competitor's Race Kart, Racing Equipment or conduct, the Official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability or

experience tests. The competitor is obligated to follow the Official's directives. Since TTKA Officials may be independent contractors and because TTKA employees or representatives generally are not present at all TTKA events, TTKA is not responsible for the action or inaction of any TTKA Official as it pertains to safety.

10.6 Eligibility of Drivers

10.6.1 Driving Ability:

All drivers will demonstrate their driving ability to the satisfaction of the Race Officials during the mandatory practice period before being fully allowed to compete. The Race Director does have the option to ask an entrant not to compete at an event and in such cases, the entry fee may be refunded in whole or in part at the sole discretion of the Race Director. The intent is not to ban a driver, but to insure the safety of everyone.

10.6.2 Age Criteria:

The minimum age to compete in a TTKA event depends on the division in which applicant desires to compete. In no case will any applicant be under 6 years of age (Racing year age). A driver's age will be determined by the attained age prior to July 1 of a given racing year. The applicant's age is only a part of the driver applicant requirements. A certified copy of birth certificate is required for all minor drivers (under 18 years of age). The TTKA reserves the right to place a driver in the class deemed "most appropriate" regardless of age.

10.6.3 Medical Condition of Competitors:

Competitors are prohibited from participating in any TTKA sanctioned event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions, persons under a doctor's care for physical or mental illness or persons with any physical disability that would jeopardize their safety and the safety of others, including pregnancy.

10.6.4 Drugs and other Mood Altering Substances:

No competitor crew member or other related persons will be allowed within the confines of a TTKA sanctioned event while under the

influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. The TTKA reserves the right to carry out random drug testing and any person suspected to be under such influence is subject to immediate ejection from the premise or turned over to local authorities. Any licensed competitor or TTKA member found to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. TTKA will bear no burden of proof in their determination. Under no circumstances will a prescription be any defense for misuse or misconduct. This is a "No Tolerance" policy. (Penalty #9 to 15). TTKA is not liable for injuries or problems incurred by drivers with any medical condition.

10.6.5 Alcoholic Beverages (see section 10.8.6.2):

The use of alcoholic beverages is prohibited during any event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. (Penalty #10 to 15).

10.7 Licensing of Drivers

10.7.1 General Information:

A driver must submit a membership application and request for license to the TTKA.

All licenses are valid for one calendar year and expire at midnight on the last day of a given year. Renewal request forms will be available to all current members on or about the end of each year.

a. All licenses are issued by the TTKA and are at the discretion of the TTKA.

b. Licensed drivers may advance to a higher level of license after completing all requirements and upon request for advancement on their renewal form. All such requests must be supported by no less than a written statement explaining the reasons for such a request.

c. Only licensed member drivers may accrue points.

d. A daily license may be granted to a non-licensed, non-member driver at the

discretion of the Chief Steward, Race Director or Promoter.

- e. TTKA may reject any license application request if it is determined to be in the best interest of TTKA and/or the applicant.
- f. TTKA reserves the right to demand the surrender of any license. TTKA will not be required to refund any fees or funds. (Penalty #15).

10.7.2 License Classification and Corresponding Number Plate Colour:

Present Champion:

#1 Black on Yellow if competing in same class for which championship was won.

Previous Champion in any class:
Black on Yellow

Cadet: Red on Yellow

Sportsman: Yellow on Red

100cc: Black on White

Rotax Max: Red on White

Shifter: White on Black

10.7.3 License Levels:

Following is a complete description of TTKA licenses and the requirements associated with each. The license that each competitor eventually holds is based solely on the skills and abilities of the member. The association with any particular class is based on the required license for such classes.

10.7.3.1 TTKA "Shifter":

Applicant must be 16 years of age (min) and current holder of TTKA "100cc" License for at least one year. Alternatively must provide verifiable written evidence of exemplary 125cc Shifter Kart racing experience to TTKA for approval. Application must include references (name, address, phone number) of Officials associated with a recognized Kart sanctioning body.

10.7.3.2 TTKA "100cc":

Member must be 12 years of age (min) and current holder of TTKA "Sportsman" License. TTKA "100cc" License may be granted on a provisional basis and is subject to the following requirements:

- a. Receive approval from the TTKA

- b. Demonstrate driving ability consistent with TTKA "100cc" License requirements.

- c. Submit a certified copy of birth certificate if a minor.

10.7.3.3 TTKA "Sportsman":

Member must be between the ages of 8 and 13 years of age. TTKA "Sportsman" License will be granted on a provisional basis and will be subject to the following requirements:

- a. Receive approval from the TTKA
- b. Demonstrate satisfactory driving ability.
- c. Submit a copy of birth certificate.

10.7.3.4 TTKA "Cadet"

Member must be between the ages of 6 and 12 years of age. TTKA "Cadet" License will be granted on a provisional basis and will be subject to the following requirements:

- a. Receive approval from the TTKA
- b. Demonstrates satisfactory driving ability
- c. Submit a copy of birth certificate

10.7.4 Member's Kart Number:

10.7.4.1 Each licensed TTKA member will be issued a Kart number. The number "ONE" is reserved for present champions while the drivers' issued number is held in reserve for possible use once more, the following season.

10.7.4.2 All Kart numbers must be displayed on the Kart in the same color and background as that prescribed for license level. THIS IS A TECH ITEM.

10.7.5 Number Plate Graphics:

It is mandatory that each Kart display its racing number on all four sides. The racing number will consist of two elements; 1) The background & 2) The numeral.

10.7.5.1 The background is defined as an area of specific color, onto which the numerals are affixed. This area can be a plastic plate such as is common to the Kart racing world or bodywork that allows sufficient display area. The background color shall be as defined in section 10.7.2 "License Classification and Corresponding Plate Color" on page preceding.

10.7.5.2 The numerals will also be of the color specified. Numerals shall be of a style that is easily readable. This is a function of height and breadth of numerals. Simplicity is the key. Artistic liberty can often lead to confusion.

10.8 Disciplinary Action

10.8.1 General Actions (see section 20.5.7): Drivers and crews will, at all times, be responsible for their own conduct. Any offense committed by a crew member will be chargeable to the driver and/or crew member.

10.8.1.1 Scope (also see section 10.8.8.1): Outbursts of a loud and vulgar nature and failure to follow the instructions of any Track Official will not be tolerated. This particularly applies during the running of an event while the driver is away from his pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants or any private or public area. Such conduct will be treated with "ZERO TOLERANCE". (Penalties #1 or #10 to 15).

10.8.1.2 Penalties:
Flagrant incidents will result in the disqualification of the associated participant and the expulsion of the violator. Any such conduct aimed specifically at an Official will result in immediate disqualification of the associated driver. An additional deduction of a minimum twenty five (25) series points penalty may be assessed depending on severity. Any physical threats directed at an Official WILL result in a ONE YEAR SUSPENSION from TTKA. The associated participant's license will be revoked and application for renewal will not be considered for at least 12 months. (Penalty #15).

10.8.2 Chief Steward Authority:
The power to reinstate a suspended or revoked driver's privilege rests solely with the Committee, and will be based on the severity of the rules infraction and/or the seriousness of the act or omission. The interpretation and application of the TTKA Rules & Regulations by the Chief Steward will be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of

the event and the interest of Karting. The Chief Steward and Race Director can be the same person at regional or national events. Only the Committee can overrule the Chief Steward/Race Director.

10.8.3 Conduct:
If the act or omission of a participant is determined by the Chief Steward or TTKA Official to constitute a threat to the orderly conduct of the event, that TTKA Official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premise, suspension of competition or other action deemed necessary to remove the threat created by the member or non-member. Any TTKA Official taking such temporary action must notify the Chief Steward immediately.

10.8.4 Protests (No protests for non-performance items):

10.8.4.1 Protests involving specifications or drivers' conduct must be submitted by a participant in the same class. All protests involving drivers' conduct or involving specifications when there is no post-race tech, must be submitted to the Chief Steward in writing within 30 minutes after the posting of the results. All protests involving specifications where there is post-race tech must be submitted to the Chief Steward within 30 minutes after the posting of post-tech results.

All protests must be decided before the next race of the event for the particular class in which the protest took place, within 1 and 1/2 hours after the results are posted for the last class of the day when there is no post-race tech or within 1 and 1/2 hours after post-tech results are posted for the last class of the day when there is post-race tech, whichever is the earliest.

Protests must refer to a specific regulation, specification or driver conduct. The Chief Steward has final say in all protests at the event. In the case that the Chief Steward cannot be impartial, then and only then, will the Race Director, Flagmen, and other Race Officials at the event collectively make the decision.

10.8.4.2 A TT\$500 (five hundred dollar) protest fee shall accompany the written protest for allegations requiring mechanical tear down. Protest fee will be refunded in the event the protest is found valid. In the event no rule infraction is found, TT\$400 will be given to the person on whom the protest was filed, and TT\$100 will be given to TTKA. Protest forms may be obtained from the Competition Secretary. **Rotax fee to be determined**

10.8.5 Suspension:

10.8.5.1 Any driver, in the opinion of the Chief Steward, who competes with illegally modified equipment with the intent to compete illegally or the intent to defraud Officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire season. Such penalty will be made at the particular event and is subject to TTKA protest and appeal rules.

10.8.5.2 Any member who races at a TTKA sanctioned or affiliated event without being the driver of record will be subject to disciplinary action. (Penalties #12 to 15).

10.8.5.3 Any driver who falsifies their age on membership application in order to meet age requirements is subject to suspension. (Penalties #12 to 15). Length of suspension is at the discretion of the TTKA Committee.

10.8.6 Disqualification:

10.8.6.1 Any driver who is disqualified from the entire event for any reason whatsoever will lose all race points and awards for that event. Only disqualifications because of a weight infraction can be used as a “throw-away” race.

10.8.6.2 (See section 10.6.5) Consumption of intoxicating beverages in the pits, on the race course or surrounding premise by any participant is forbidden. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol shall apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned will be disqualified, subject to suspension and ejected from the premise immediately. (Penalties #10 to 15).

10.8.6.3 Any driver whose Kart, or associated relevant equipment, is rejected at pre-race technical inspection and who then intentionally presents the Kart or equipment for recheck without having completed the required corrections, will be moved to the rear of the field. (Penalty #7).

10.8.6.4 Non compliant fuel found in time trials, heat races or pre-final places the competitor on the rear of the next race line-up (Penalty #7). Non compliant fuel found at the end of a feature/final race is an automatic disqualification (Penalty #10). Participants may be granted a courtesy fuel test prior to the event, time permitting. If a competitor is found to be in non compliance on fuel twice in the same season, they may be suspended from TTKA sanctioned or affiliated events (Penalties #12 to 15). TTKA reserves the right to prosecute to the full extent of the law, any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any TTKA sanctioned event.

10.8.7 TTKA Driving Conduct (see section 20.6.6.2.1):

10.8.7.1 Scope:

Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable and unacceptable interference could be generally classified as rough driving and/or blocking. Appendix B will be the TTKA's guide to applying “the rules of the road”.

10.8.7.2 Rough or Aggressive Driving:

Rough or aggressive driving is a term commonly applied to knocking (punting) another competitor from the line or the course, nerfing or other avoidable contact with another Kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact. The basic rule is “no contact”. Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rule book depending on each incident. Officials will spot such infractions and take the prescribed action. TTKA will

employ the assistance of all Race Officials to identify rough or aggressive driving (Penalties #3 to 10).

10.8.7.3 Blocking:

Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by Officials will be subject to penalties (Penalties #3 to 8). Blocking is considered when a driver makes more than ONE (1) move off the preferred racing line on a given straight away.

10.8.7.4 Inadvertent and Unwilling Participants:

Rough or aggressive driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent. In the event that one kart ends up on top of another, it is mandatory that the offending kart immediately shut down their motor and exit the kart to assist in the removal of their kart. As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator (Penalties #1-2 during practice, Penalties #3 to 15 during a race).

10.8.7.5 Prescribed Action:

Marginal infractions shall be met with a rolled Black Flag warning. Blatant rough driving is NOT subject to a warning rolled black but instead, a full waving Black Flag. Ignoring a Black Flag is grounds for event disqualification (Penalty #11). All such calls, with the utmost consideration of the Officials, will be final (Penalties #1 to 11). Some contact may result from missed shifts and will be judged by an Official.

10.8.7.6 Repeated Violations:

The third written notice of an infraction of rule 10.8.7.2 will carry a disqualification penalty (Penalty #10-11) Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties (Penalty #12 to 15).

10.8.8 Infraction Definitions and Penalties:

There is much confusion between the following descriptions of driving and personal conduct at a TTKA event. The definitions below are a guideline for driver conduct and conduct for any person attending a TTKA event:

Careless:

Departing from the standard of a reasonably prudent, competent driver and/or reasonable personal conduct (Penalties #1 to 11).

Reckless:

Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences (Penalties #2 to 14).

Dangerous:

Performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences. (Penalties #13 to 15).

10.8.8.1 The penalties that follow are the guidelines for driver conduct and personal conduct for any person attending a TTKA event:

Penalties:

1. Verbal Warning.
2. Loss of practice or practice time.
3. Docked one position.
4. Docked three positions.
5. Docked all positions gained – Plus One.
6. Docked all positions gained – Plus Three.
7. Moved to rear of the field.
8. Docked one lap.
9. Disqualified from Qualifying, Heat or Final – No Points for that Qualifying session, Heat or Final.
10. Disqualified for Day. – No Points for Day.
11. Disqualified from Event. – No Points for that Event. Must leave premise. **
12. Suspension for One Race. – No Points for that Event. Must leave premise. **
13. Suspension for One or More Races. - No Points for that Event. Must leave premise. **
14. Suspension for Present Season or Next Season. If #10 and #11 do not impose a penalty, the penalty can be moved to the next season or previous race(s). Must leave premise. **

15. License Revoked and All TTKA Privileges Revoked, until further notice. Any person not belonging to TTKA will lose all right to attend or be allowed on any premise that TTKA is hosting an event. TTKA Officials will notify the person within ten working days by mail of their final disciplinary action, must leave premise. **

Note:

Some infractions may be of a nature that the most severe penalty for disciplinary action needs to be imposed for the first incident.

** Must leave premise may be optional at Chief Steward's discretion and TTKA reserves the right to impose a monetary penalty.

20 Competition Regulations

NOTE: Any competitor wishing to participate in any event, must meet the minimum requirements with regard to weight and safety equipment. The kart must also be fitted with a timing transponder. If you do not meet these requirements do not even ask to be allowed to race.

20.1 Racing Classes and Weights

All sanctioned or affiliated events shall be made up of classes selected from the TTKA class structure and will adhere to license structure unless authorized by TTKA.

When there is consideration for a new class to be started there must be a minimum of three entries participating for points to be awarded. Such class may be run with existing class and minimum weights adjusted in the interest of close competition.

Approved Class Structures:

Class	Engine	Min Wt	License	Min age
Shifter	125Moto/ICC	385	Shifter	16*
Rotax Masters	Rotax 125	405	Rotax	32
Rotax Max	Rotax 125	365	Rotax	16*
Rotax Junior	Rotax 125 Jr	320	Rotax	13-16
100cc	Yamaha 100	310	100cc	12*
100cc Heavy	Yamaha 100	360	100cc	35*
Sportsman	Restricted Yamaha 100 Full size chass	240	Sportsman	8-13
Cadet	Comer 80	225	Cadet	6-12

Rotax class structure as per attached Rotax rules.

* Drivers minimum age, with current "Championship level experience," may be considered at lower than specified.

20.1.1 Description of Classes:

20.1.1.1 Shifter:

Pro level minimum age 16.

Shifter is the highest level of 125cc competition. The engines are restricted to

current approved Moto engines (see section 20.3.1).

20.1.1.2 Rotax Max:

Pro level minimum age 16.

This class is intended to provide a cost and maintenance effective level of racing beyond 100cc and for experienced drivers.

20.1.1.3 100cc:

Pro level minimum age 12.

This is the premier class for drivers looking for close competition at a lower level of expenditure. This class is intended to meet the needs of experienced Kart drivers.

20.1.1.4 100cc Heavy:

Pro level minimum age 35.

This class is intended for veteran and weight challenged drivers. Drivers younger than 35 may be accommodated at the Committee's discretion due to weight.

20.1.1.5 Sportsman:

Minimum age 8 – 13.

Sportsman is a developmental class in TTKA competition. The class helps young drivers develop the basic driving skills required to race Karts. This class is for developing young drivers, not engines and chassis.

20.1.1.6 Cadet

Minimum age 6-12

20.2 Race Vehicle Standards

20.2.1 Chassis:

Chassis must be constructed of a carbon steel alloy using traditional tubular construction. TTKA must approve any non-traditional materials or chassis design before vehicle can be approved for competition.

20.2.1.1 Chassis Suspensions:

20.2.1.1.1 Definition:

The term "suspension" applies to elements of the overall chassis that would allow the actions of each or any of its four wheels to function independently of one another or the front axle to function independent of the rear axle. Such

elements consist of but are not limited to springs (leaf, coil or torsion) and "action dampening" devices.

20.2.1.1.2 The term "suspension" will apply to, and only to, the relationship between the chassis and the tires. Components considered to be integral to the chassis are welded to the main chassis components. All other components of the vehicle are mounted to the chassis in a rigid or semi-rigid manner utilizing bolts, screws and nuts; or tapped and threaded holes in the main chassis components. All such bolted or screwed mounts are subject to safety inspection and are pre-tech items. Traditional chassis set-up and tuning allows the use of plastic, rubber and other such elastic composition washers or spacers, between chassis and removable frame component(s) for the purpose of adjusting overall chassis flex.

20.2.1.2 Pre tech inspection shall, as it applies to chassis, inspect for compliance with most safety related elements.

20.2.1.2.1 The following will be safety wired, nyloc nutted or cotter keyed:

Steering:

- a. 3 Steering wheel hub bolts.
- b. Bolt - steering hub to steering shaft.
- c. Bolt - steering shaft to chassis.
- d. All bolts, tie rods (at steering shaft and spindle arm.)
- e. Kingpin bolts.

Braking system:

Calipers, master cylinders and front rotors must be properly safety wired and/or secured with metal castle nuts and cotter pins or nuts with safety wire. Factory metal lock nuts and bolts are adequate on rear brake rotor. Lock nuts on the rear rotor must not be nylon type. All nuts must be "ALL-METAL" lock nuts.

Miscellaneous items:

- a. All ballast weight must be painted white with competition number in evidence. Mounting bolts are to be double nutted or single lock nut with safety wire or nylon nutted or cotter pinned. Min. bolt diameter 5/16".
- b. Clevis pin or an appropriate stud or bolt may be used for throttle pedal pivot.
- c. All weights greater than fifteen pounds must be secured by two or more bolts with appropriate fender washers.

20.2.1.2.2 Additional Tech Inspection Items:

- a. NO fluids may dump to track (see section 20.2.7.5). Fluids must be captured. The competitor is responsible for containing all fluids. The penalty for not complying could result in a Black Flag or Penalties #1 to 10.
- b. Water wetter solutions and anti corrosion solutions are allowable in the cooling system. Glycol based anti freeze is NOT.
- c. Sufficient force applied to the brake pedal must result in all applicable wheels being unable to rotate.
- d. Numbers will be affixed in manner prescribed in Section 10.7.5 Number Plate Graphics. Appropriate Kart numbering must be in place prior to first practice.
- e. Helmet, neck braces, driving shoes, and driving suits must be presented at pre-tech.

20.2.1.3 Differential mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.

20.2.1.4 The Chief Steward has the authority to disallow any vehicle from competition for substandard hardware, construction defects, unsafe design or crash damage. The Chief Steward's decisions will be final in these matters.

20.2.1.5 Overall dimensions:

Sprint:

Maximum rear track width is fifty five (55) inches for all classes. Maximum length is eighty-four (84) inches. No part of driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches.

20.2.2 Bodywork:

20.2.2.1 All Karts that compete in a TTKA event or an affiliated program must have at a minimum, CIK or CIK style side pods (two) and a driver fairing. The driver fairing may be an after market item such as the

CTS, Trackmagic or PSR style. Maximum width is 15" and must have a minimum of 3" clearance to any part of the steering wheel.

20.2.2.2 Additional bodywork allowed for competition in TTKA events is a front nosepiece of plastic or fiberglass construction in general accordance with CIK specifications. The nosepiece may not exceed, in width that of the front tire/wheel width as measured from the outside of each front wheel while in a straight forward position. Aerodynamic noses designed for road racing are not allowed.

20.2.2.3 All karts in all classes require a CIK approved rear bumper.

20.2.2.4 Any part of a kart that falls off the kart during a race cannot be brought to the scale at the end of a race.

20.2.3 Seat, Mountings, Struts, etc.:

20.2.3.1 Seat:

All mounting of seat components to the main chassis will be done in a manner that does not place the safety of the driver in jeopardy. Such "flex" mounted components that have a degree of impact on the flexibility of a chassis include, but are not necessarily limited to, front bumper, rear bumper, floor pan, side pods, radiator, silencer and seat. All such flex joints will allow no more flex and/or motion than available from compressed semi-rigid materials such as rubber or plastic and will be considered allowable if used in compression and such compression being created by bolts securing such materials between two rigid elements or components of the chassis, seat included. Compression being defined as: "Being in simultaneous contact with two surfaces between which the washer(s) or spacer(s) is being used and being in such compression by solid and rigid elements such as nuts and bolts." Furthermore, use of all such semi-rigid materials will allow that at least one mounting bolt to pass through a hole in said material and not a slot.

20.2.3.2 Mounting Specifics:

Seat mounting, as a bare minimum, must include the use of all traditional and integral chassis provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer

composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and will also utilize the flex washers.

20.2.3.3 Struts with mid-point washers are allowed as long as the furthest most ends of said strut are rigidly mounted at each end.

20.2.3.4 In no case may the use of any strut(s) preclude the use of chassis provided seat mounts.

20.2.3.5 In no case may the strut become more complex and include the use of metal springs, of any description or gas shocks or any other mechanical devices expanding on the flex associated with flex washers.

20.2.3.6 The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is illegal.

20.2.4 Aerodynamic Regulations:

20.2.4.1 Floor Pan:

Floor Pans are not allowed to extend rearward past the front seat mount / crossbar and must be inside the frame rails.

20.2.4.2 Seat:

Seat incline will remain consistent with sit-up sprint racing incline.

20.2.4.3 No skirts or vertical aerodynamic sealing devices are allowed to extend below the main frame rails from the forward edge of the front tires to the rear of the Kart.

20.2.4.4 No wings are allowed in sprint racing.

20.2.4.5 No duct tape or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

20.2.4.6 Brake Cooling:

Flexible duct tube is allowed for brake cooling.

20.2.5 Brakes:

All Shifter Karts are required to have four-wheel braking with two (2) independent master cylinders. There are no exceptions.

20.2.5.1 Calipers, master cylinders and front rotors must be properly safety wired and/or secured with metal castle nuts and cotter pin or nuts with safety wire. Factory metal lock nuts and bolts are adequate on rear brake rotor. Lock nuts on the rear rotor must not be nylon type. All nuts must be "ALL-METAL" lock nuts.

20.2.5.2 Sportsman, 100cc and 100cc Heavy are rear brakes only. Front brakes are now allowed in Rotax classes.

20.2.5.3 "Carbon/carbon" braking systems are prohibited. Carbon brake pads allowed.

20.2.6 Wheels & Tires:

20.2.6.1 Maximum wheel diameter for all classes shall be five (5) inches.

20.2.6.2 Tires will be marked or sequestered after qualifying. All competitors will race all heats and features/finals on the same tires used to qualify. The Chief Steward may or may not allow "one-for-one" tire replacement of a tire that has been damaged during the racing.

20.2.6.3 Approved Tires:

DRY: MG - HZ (Red compound)

WET: MG only for 2012

MAXIMUM OF ONE SET PER RACE DAY

20.2.6.4 Because compound identifications change from year to year, please confirm current legal compound designation from TTKA.

20.2.6.5 Rain tires:

a. TTKA races rain or shine.

b. Tires must be manufactured rain tires; No grooved slicks are allowed.

c. The Race Director may waive qualifying and elect current points position to establish starting grid positions.

d. The decision to declare a rain race is at the discretion of the Race Director for each race. When rain conditions are declared for

a race, it is at the racers discretion to choose rains or slicks. **Tire choice for Cadet class will be made by the Race Director.** Rain tires are only optional to use when it has been declared a rain race. The number of sets will be at the Race Director's discretion.

20.2.7 General:

20.2.7.1 Data Acquisition*:

Data acquisition devices are allowed in all classes. Data acquisition systems used during any sanctioned TTKA event (practice, time trials or racing) will be limited to only the collection, display and storage of data. Absolutely no two way communications will be allowed between the data acquisition system and any other item or system during any sanctioned TTKA event (practice, time trials or racing) Downloading of the data stored on the data acquisition device to a computer for data analysis after an event is permitted. Systems that are capable of modifying / activating; ignition timing, air or fuel ratio mixtures, traction control, throttle position or any other setting on the vehicle are expressly forbidden. The Chief Steward, Race Director and/or Tech Officials may require that all data acquisition devices be removed or disabled during any sanctioned TTKA event (practice, time trials or racing).

20.2.7.2 Radio/Telemetry*:

Communication with a driver or to/from instruments while on course during any sanctioned TTKA event is not allowed.

*Chief Steward, Race Director and/or Tech Officials may require that all such devices be removed for qualifying or racing.

20.2.7.3 Special Needs:

Special "Driver aids" will be allowed in certain circumstances for drivers with special needs due to physical disability.

20.2.7.4 Noise levels (db) will be measured with Kart on the stand running. The meter will be at 45 degrees to the tail pipe, 1 meter from the outlet. 105db's will be the limit; this will be measured at 10,000 RPM. Those engines that fall out of the range will not be allowed to go on

the track until repairs have been made to meet the requirements. TTKA will strive to be proactive in enforcing sound limits.

20.2.7.4.1 Air Box:

TTKA allows the use of an air box (induction silencer) at all times, in all classes. Approved Air box must be in stock form with NO modifications to the box or the inlet tubes. Air box may have up to 3 inlet tubes, each not to exceed 29mm (1.142") inside diameter and 95mm (3.74") minimum length. (Approved air boxes are RLV and CIK style only). The intent of air box use is to reduce sound levels.

20.2.7.5 Fluid Capture (see section 20.2.1.2.2):

- a. The goal of TTKA is to eliminate fluid spills on the racing surface.
- b. The competitor must control fluid spillage. The penalty for not complying will result in a Black Flag. (Penalties #1 to 10).
- c. The catch bottle or tank is not a tech item.

20.3 Engine Standards

After January 1, 2005 any new Moto engine submitted for approval to TTKA will only be approved if it has first been submitted to the American Motorcycle Association for motocross and approved for use in the USA. THERE WILL BE NO EXCEPTIONS.

20.3.1 Approved Engines for Moto 125 Engine Division for 2005:
Honda CR, Yamaha YZ, Kawasaki KX, TM (Equipment and restrictions to be announced)

20.3.2 Engine Description:

Engines must be mass produced single cylinder, Motocross motorcycle engines of the current year's production or older. No prototype, preproduction, "works type motors" or road race engines are allowed in these divisions. Engines may be liquid or air-cooled. Induction may be piston port or case reed type only.

20.3.2.1 Displacement:

All displacements will bear a tolerance that will be defined by specifications deemed as "Factory Stock" in specifications from said manufacturer. All post event tech will rely on factory specifications in conducting a bore and stroke inspection.

20.3.2.2 Turbo or Supercharging:

Turbo or supercharger systems or any form of pressurized fuel feed is strictly prohibited.

20.3.2.3 Exhaust:

Pipe and silencer manufacture are open. Must meet TTKA and local db limits. (See section 20.2.7.4).

20.3.3 Tech Tools and Procedures:

20.3.3.1 Carburetor and exhaust restrictor measurement will be determined with a "Go no Go" gauge or Snap Gauge and Micrometer. TTKA spec. intake restrictor required for the Sportsman engines. Part is available from TTKA, this is the only approved intake restrictor allowed.

20.3.3.2 Combustion chamber volume (CCV) measurements, where applicable, will be made with the L.A.D. Specialties #CCMP measuring plug tool for all Moto and for the 100cc engine formulas.

20.3.3.2.1 CCV Measurement Procedure (where applicable).

- 1) Use the LAD CC tool for all engine formulas.
- 2) Allow the engine to reach ambient temperature.
- 3) Remove the spark plug and measure the thread length. Measurement from the tip of the threaded portion of the plug body to the bottom of the factory installed washer may not exceed 18.5mm
- 4) Remove the cylinder head. Rotate the piston to a position just before TDC (.005-.010" approx.)
- 5) Apply water proof grease to the periphery of the cylinder and rotate piston to TDC. Carefully remove the excess grease and allow owner or representative to observe that there is no excess grease left on surfaces.
- 6) Replace cylinder head and the same gaskets that were run in that competition. Tighten to manufactures torque specs.
- 7) Screw in the designated CC tool for the class.
- 8) With a Class A graduated burette (mechanical or electronic) fill

combustion chamber to the upper most part of the top edge of the CC tool.

9) Wait thirty seconds before reading the burette. This allows fluid clinging to the interior of the burette to settle for a more accurate reading. The volume read on the burette at this time may not be less than the amount specified for the class under scrutiny.

10) Transmission fluid is the preferred fluid to use for this test.

20.3.4 Engine Modifications, Shifter in section 20.3.4.14; Rotax Max in section 20.3.4.15; 100cc and 100cc Heavy in section 20.3.4.16 and Sportsman in section 20.3.4.17.

20.3.4.1 Carburetors:

One, single barrel, bowl type, carb, is allowed. No pressurized or otherwise force feed fuel systems allowed in any class.

a. Shifter is limited to a maximum venturi bore of 38.6 mm in the control zone.

b. Rotax Max – OEM carb. only.

c. 100cc and 100cc Heavy – OEM carb. only.

d. Sportsman is a spec OEM carburetor with restrictor.

e. Carburetor bore measurement will be determined at the engine side of the slide. Bore may not exceed the designated maximum diameter in an area .400" wide measured inboard of the slide.

20.3.4.2 Fuel pumps:

Single, pulse type pump feed system. Any additional pumps must be for evacuation, pump around system. One (1) pump feed only. No belt driven pumps.

20.3.4.3 Ignition CDI:

Must use the allowed CDI modules. Direct connections to the ignition modules are limited to the stator, trigger pulse generator, coil and kill switch (if used). Kill switch, if used, must function only to kill the engine. The only other allowed connections, to the ignition system as a whole, shall be surface mounted (inductive type) spark sensor attached to the high voltage spark plug wire.

a. Shifter: TTKA "SPEC", with no modifications.

b. Rotax Max: OEM with no modifications

c. 100cc and 100cc Heavy: OEM or aftermarket.

d. Sportsman: OEM with no modifications.

20.3.4.3.1 Stator and Flywheel:

Shifter:

The Stator and flywheel must be OEM. Modifications to stator and flywheel are not allowed, except, modifications to change the static timing are allowed. All other classes must be stock OEM.

20.3.4.3.2 Spark Coil:

Shifter:

The coil make and model is open. It must receive its signal from the ignition module. The coil may not possess any function that may change spark timing. All other classes must be OEM.

20.3.4.3.3 Ignition Interrupt:

All Classes. "Speed Shift"/ "No Lift Shift" Systems are not allowed.

20.3.4.3.4 After-Market Availability:

All After-Market products used in competition must be of "Standard Production" and be commercially available in North America and, must have been so for no less than thirty (30) days prior any TTKA event.

20.3.4.4 Power Shifters:

All Classes. Air/Electric/Pneumatic shifters are not allowed.

20.3.4.5 Porting:

Porting is legal in Shifter only. Adding or deleting cylinder ports or re-sleeving is prohibited in all classes.

20.3.4.6 Combustion Chamber Volume limits (CCV)

a. Shifter: Minimum CCV is 10.5cc.

b. Rotax Max: According to Rotax Max-Challenge regulations.

c. 100cc, 100cc Heavy and Sportsman: minimum CCV is 11.0cc.

d. Combustion chamber volume (CCV) measurements will be made with the LADD Specialties CC measuring plug tool #CCMP.

20.3.4.7 Crankshaft, Connecting Rod and Flywheel Assembly:

Crank, Rod and Flywheel assembly must be OEM. No structural modifications will be made to the assembly (i.e. the machining, boring or polishing of counter balances or rod, machining for the

purpose of weight reduction, heavy metal balancing, altering crank pin location are expressly prohibited. Sanding or polishing the crank shafts or bearing journals for the purpose of allowing a slip fit of the bearings is allowed. The two main bearings, big end bearing, and small end bearing are non tech items.

20.3.4.8 Transmission:

Transmission components must be OEM or equal. This means that if an aftermarket part is substituted, it must be of similar dimensions to the original part. The weight of the replacement part will not be less than the OEM part. The outside diameter and tooth count of replacement gears must be the same as the OEM parts. Grinding or polishing transmission parts to provide a better mesh is legal. Under no circumstances is it legal to grind or machine transmission components for the purpose of weight reduction.

20.3.4.9 Clutch:

Wet type clutch must be used. All components must be in full and original working order. The clutch inner and outer basket & pressure plate must be OEM. Springs, discs and plates may be "after market parts." Clutch will be operated by either cable or hydraulic cylinder but must be manually operated. No electronic or pneumatic clutch controls allowed.

20.3.4.10 Exterior Case Modifications: Allowed

20.3.4.10.1 Machining the intake manifold boss for the purpose of shortening the length of inlet tract is prohibited.

20.3.4.10.2 The kick start boss may be altered to facilitate the use of a straight intake manifold. However, evidence of the original kick-start boss must be obvious.

20.3.4.11 Exhaust system (see section 20.2.7.4):

Pipe/expansion chamber, stinger and silencer are open in all classes with the exception of Rotax Max. No on course adjustments to exhaust system are allowed, except Rotax Max.

20.3.4.12 OEM Defined:

For purposes of defining allowable engine components OEM will mean parts produced by a particular manufacturer for a particular

model. Where OEM parts are called out for example, you may not use Yamaha YZ parts in a Honda CR engine, or RS transmission parts in a CR, or TM Enduro parts in a TM Moto cross engine. The year of manufacture is not controlled provided the parts are still commercially available to the U.S. market.

20.3.4.13 Year of Origin:

OEM parts can be interchanged from any year model of the same brand name and similar model of motor (i.e. CR to CR; YZ to YZ etc.), provided that these parts are commercially available over the counter in the USA.

20.3.4.14 Shifter Engine Standards:

Approved engines for this class are as in section 20.3.1.

20.3.4.14.1 Carburetor:

Approved carburetors are the Keihin PWK, PWM, & PJ Series, and the Mikuni TMX and TMS, round bore only. Maximum bore is 38.6mm. Intake manifold, reeds and reed cage are open. Crank & rod assembly is as per section 20.3.4.7.

20.3.4.14.2 Piston:

Piston manufacture is open. Ring, pin, bearing & circlips are open.

20.3.4.14.3 Cylinder/Head:

Cylinder must be OEM for the model of engine. Porting is open, though no ports will be added or removed. No re-sleeving of cylinder. Cylinder head is OEM. Detonation rings are allowed in cylinder or head. The use of interchangeable cylinder head combustion chambers is not allowed.

20.3.4.14.4 Base Gasket:

Open.

20.3.4.14.5 Ignition:

Required ignition for all engines is the TTKA SPEC CDI Ignition Box, no modifications allowed. OEM rotor and stator required. Coil is open.

20.3.4.14.6 Transmission:

Transmission is as per 20.3.4.8.

20.3.4.14.7 Clutch:

Clutch is as per 20.3.4.9.

20.3.4.14.8 Exhaust:

Exhaust is open but must conform to sections 20.2.7.4 & 20.3.4.11.

20.3.4.15 Rotax Max Standards:

All Technical Regulations for Rotax 125 engines and their components will be enforced unless specified differently in this rule book. (see Appendix A).

20.3.4.16 100cc and 100cc Heavy Standards:

This is a spec motor division. Motor shall be a Yamaha KT100S. Displacement will not exceed original factory specifications. Each competitor must have their own starter. Competitors without starters will move to back of the grid.

20.3.4.16.1 Aftermarket gaskets may be used as long as they are direct replacements and do not provide a performance advantage.

20.3.4.16.2 Carburetor is OEM with no boring or polishing allowed.

20.3.4.16.3 OEM ignition must be in complete original full factory condition and working order, no modifications. Ignition timing may not be altered (i.e. advanced or retarded from the OEM position).

20.3.4.16.4 All ports are to be in "as cast" condition, "except" aluminum only in intake and exhaust tracts can be smoothed to remove casting marks. The original design and shape must be maintained. No change to port openings into cylinder will be allowed.

20.3.4.16.5 No modifications of any type are allowed to the crank and rod assembly.

20.3.4.16.6 Exhaust port height is a max. dimension of 1.155" ATDC or a min. of 1.155" BTDC with LAD gauge. Intake port height is a max. dimension of .775" ATDC or a min. of .775" BTDC with LAD gauge.

20.3.4.17 Sportsman Standards:

Stock Yamaha 100cc with approved restrictor plate and "Can Muffler", stock Comer 80cc.

20.3.4.18 Cadet Standards:

Stock Comer 80cc. Other than where specified WKA tech rules to be applied.

20.4 TECH Inspection Procedures

20.4.1 Pre-Race Safety and Technical Inspection:

Each vehicle must complete and satisfactorily pass a pre-race technical inspection to the satisfaction of technical personnel before being allowed to participate in any aspect of the race event including pre-race practice. This inspection will include but not be limited to published safety guidelines for Kart and driver. A technical inspection sticker and/or band will be issued upon completion of the inspection. The tech sticker or band does not certify compliance with TTKA safety or technical specifications. Track width measurements will be a function of pre race inspection upon entering pre-grid area prior to qualifying session. Thereafter, this measurement will be a post race tech procedure.

20.4.2 Post-Race and Qualifying:

All racers must weigh-in and allow the fuel to be tested immediately upon exiting the track to be eligible for an official finish or qualifying position. Racers are responsible for lifting Karts onto the scales. Underweight entries will be disqualified for that race or if underweight after qualifying will be placed at the back of the grid. Karts will be weighed as they come off the track as if they were still racing. Karts being weighed that have been taken out of competition will be allowed to scale with parts that were on the Kart at the time of incident. Parts that are on the track will not be allowed if the Kart has made one lap without them. Competitor will be allowed one second attempt if minimum weight is not met. Kart will be removed from scales, scales will be reset and Kart and competitor will be re-weighed. Second attempt weight will be final. Kart and competitor are to be re-weighed immediately after first attempt before next competitor in line. Karts may be impounded for mechanical or safety inspection at any time during an event, i.e., qualifying, heats, finals, etc. If an entry fails a post-race inspection, the remaining entrants will move up one position, provided they pass inspection. Refusal to

allow engine or fuel testing will result in suspension of license. (Penalty #15).

20.4.3 Fuel (see section 10.8.6.4):
GAS/OIL only! No Alcohol, Oxidizers or Hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. Failure to pass a fuel test will void results of qualifying, heats or feature races that the contestant has participated in during that event. Results of fuel tests are deemed final. A properly prepared Protest requesting ONE (1) re-test in the presents of the Race Director will be considered. Non-compliant fuel test results or a denied protest of such action or results are final and are NOT grounds for an appeal. TTKA reserves the right to prosecute to the full extent of the law, any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any TTKA sanctioned event.

20.4.4 Impounds:
Any item found to be non-compliant will be impounded by the Committee. Results will be unofficial and all awards are provisional until a final decision is rendered.

20.5 Race Officials

20.5.1 Chief Steward:
The Chief Steward is the head Official at all TTKA sanctioned events. The responsibilities of the Chief Steward include all decisions on matters of competition, rules interpretations and disciplinary action. It is the Chief Steward's obligation to certify the legality of all aspects of the competition including timing and scoring, vehicle conformity, fuel and engine legality.

Decisions by the Chief Steward are final. The Chief Steward and Race Director can be the same person at an event. Only the Committee can overrule the Chief Steward/Race Director.

20.5.2 Race Director:
The Race Director is the Official in complete charge of the Karts while on the track. The Race Director will disqualify (through signals to the starter) any driver who, in their opinion or that of their observers, is in violation of the rules or whose Kart is or has become unsafe to operate. The Race Director is also in charge of the corner marshals. The Race Committee, consisting of the Chief Steward, Race Director, Starter or their designated

representatives, will enforce all rules and regulations pertaining to the event.

20.5.3 Grid Steward (see section 20.6.1):
The Grid Steward directs all grid operations including dispatching Karts to the grid, supervising the grid alignment and overseeing the entry of Karts onto the track and that all Karts comply with published safety and technical guidelines.

20.5.4 Flagman:
The Flagman is in charge of all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the Flagman include maintaining a safe, competitive environment on the track and displaying the appropriate flags of competition. The Black Flag will only be given at the Race Director's discretion.

20.5.5 Technical Director:
The Tech Director is in charge of all pre and post race inspections to insure that all Karts comply with published safety and technical guidelines. The Tech Director is in charge of all technical staff and reports any and all infractions concerning safety and technical issues to the Chief Steward.

20.5.6 Other Officials:
The Race Director will appoint other Officials as considered necessary for race operations. These Officials may include but are not limited to registration, timing and scoring, pit area, etc.

20.5.7 Interaction between Competitor and Officials (see section 10.8.1):
All concerns or disputes from drivers, crew, mechanics or Kart owners will be taken to the Chief Steward via the Grid Steward. If other Officials are to be a party in resolving disputes, it will be at the sole discretion of the Chief Steward. Any inappropriate actions directed at any Official by parties representing a competitor (including the driver) shall subject the driver to disciplinary action. (Penalties #1 to 15).

20.6 Race Procedures

20.6.1 Race Starts:

Once vehicles are released to the racing surface from the pre-grid all competitors are under "Race Conditions" and the direction and control of the Race Director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor in making any repairs or adjustments and no tools may be used by a driver to make any adjustments or repairs without being moved to the rear of the pack.

a. Should a driver choose to pull back to the pre-grid area after leaving the pre-grid prior to the start of the race and make adjustments with no assistance or tools, are allowed to re-enter the racing surface and maintain their starting position, provided they are present and ready when pointed to their starting position. No attempt will be made by TTKA to facilitate a driver being back in position by race start.

b. A driver may remain on the pre-grid after the field has been released to the racing surface and prior to receiving the Green Flag and receive assistance or use tools, without penalty, provided the driver is back in position when pointed to their starting position on the track.

c. A driver that is being sent to the back of the grid for any reason by TTKA may either start from the rear of the racing surface or may join the field at the tail end from the pre-grid under Green conditions prior to the leader completing a lap. A driver will not be allowed to re-enter the racing surface from the pre-grid after going a lap down on the start. Once a race has started, drivers may pull into the pre-grid area to make repairs during a race without penalty under Green conditions only. Assistance and tools are allowed. A driver may re-enter a race when it is safe to do so.

d. Under Red Flag conditions, no competitor is to perform any work on their race vehicle, at any time. If any work is done, even when the field is released, the driver must go to the rear of the field.

e. A course worker is not required to help restart the Kart. Karts stalling on warm-up laps or are experiencing difficulties in keeping warm-up pace are in jeopardy of losing their starting position. A Kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left OPEN. Any driver stalling, while in position, on the grid must raise their hands

immediately. An effort MAY be made on the part of the Grid Steward to restart the Kart. Should this not occur, the driver is obligated to remove their machine to the side immediately. If it is safe to do so, after the field has cleared the Grid, a driver may attempt to restart and join the field if not directed to the contrary by Course Officials. Provided he does so before going down a lap. Driver failing to start race will be scored DNS.

20.6.1.1 Pre Grid (see section 20.5.3):

a. The pre-grid serves the following functions; to allow Race Officials to stage the forthcoming event, inspect for safety violations and to allow for last minute adjustments by mechanics or crew. There will be a stipulated time for all drivers to be pre-grid and will be stated within ASR / at Drives briefing meeting. Once the driver and Kart leave the pre-grid there can be no mechanic or crew assistance without penalty and official approval. Mechanical work by crew on the circuit (grid) will result in the competitor being placed to the rear of the field for the start. This stands whether or not the need was for safety reasons.

b. To The Circuit: Once the Race Karts leave the pre-grid and enters upon the racing circuit for the warm up lap(s) prior to the event they are under the direct control of the Race Director. From the point of leaving the pre-grid to the point that they clear the post event scales, no person other than course workers, the driver, or Officials may touch the competing machine unless specifically authorized to do so by the Race Director. (Penalties #1 to 9).

c. Delays of Start or Event: Any action or lack there of, that results in delaying the event will result in penalties for the associated driver. A driver stalling on the grid must, first and foremost, raise both hands to signal trouble. Where possible, a Grid Steward may assist in a restart effort. Failure to restart will result in Officials ordering the Kart and driver to a safe position off the racing surface.

d. Rejoining Field After Start: An effort may be made to join a race after the Green Flag has been given. Failure to

restart before the leader completes the first lap will result in being ordered safely off the track for the duration of the race. After the first lap, failure to restart safely before the field completes the lap will result in being ordered safely off the circuit for the duration of that race.

- e. **No Wrench Grid:** It is assumed that a Kart and driver are ready for competition when they leave the pre-grid. No tools will be allowed on the racing circuit.
- f. **Authorized Crew or Mechanic Assistance:** A driver failing to make a start may, when safe to do so, move his Kart to the pit entrance or hot pit where applicable and receive crew or mechanic assistance. A return to the circuit MAY be allowed but is subject to the Race Director or Chief Steward's approval.

20.6.1.2 Formula One Standing Start:

One or more warm up laps are provided with the field staying in line up position. At the direction of the Officials, the field will slow and proceed to their designated grid position in two abreast format. It is the driver's responsibility to know their proper position.

20.6.1.2.1 Flag Start:

Once the field is set:

1. Starter will hold flag pointing down, with handle in one hand, outstretched flag in other hand. This will begin the starting sequence.
2. Starter will raise flag slowly with both hands until overhead.
3. Once Starter reaches full overhead position and movement upward stops, the race will start within five seconds.
4. Race starts when Starter releases and waves flag.

Changes in the start procedure are at the Race Director's discretion.

20.6.1.2.2 Light Start:

As competitors approach the grid, RED Lights are displayed. After the field is set it is turned over to the starter. At any time during the next five seconds, the RED Light will be extinguished signaling the start.

20.6.2 Restarts:

Restarts will be a single file, rolling start in the same order as the last fully completed and scored Green Flag lap prior to the Red or full course Yellow condition. A lap is considered complete when the leader crosses the finish

line to begin the next lap. Karts that caused or were involved in the incident resulting in the need for a restart will be required in the case of a full course Yellow Flag or will be required in the case of a Red Flag (see section 20.6.7.3.1), to restart at the rear of the field. In the case of a Red Flag, drivers, unless otherwise directed, must make their way to the start finish line and await restart alignment instructions. If the track is blocked due to a Red Flag incident and a competitor(s) stops in full control of their Kart and is not involved in the incident, the Race Director has discretion, when track is clear and safe, to allow the competitor(s) to continue to the Start/Finish line and be placed in grid position determined by the last completed and scored lap. NO crew or other persons may come upon the racing surface without SPECIFIC authorization from the Race Director. Drivers waiting for restart will not go to the pits. Crew members may not approach the Kart or driver for restart or work until, and if, directed to do so by the Race Director. Passing may begin once the Green Flag/Light is shown.

20.6.3 Red Flagged Events:

In cases where a race is halted due to a Red Flag, two scenarios exist regarding restarts:

20.6.3.1 Scenario #1:

Red Flag was displayed before the completion of one half of the scheduled laps or distance. In this situation, the race will be restarted as a general rule, conditions permitting.

20.6.3.2 Scenario #2:

Red Flag was displayed after the half way point. In this situation, at the discretion of the Race Director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (Red Flag) lap will be negated. Drivers involved in the Red Flag incident will be scored behind the last running Kart in the lineup and not in the position they were in on the last completed Green Flag lap.

Restart rules (20.6.2) apply for scoring.

20.6.4 Race Completion:

20.6.4.1 All races will be run until the leader has completed the prescribed distance. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed.

20.6.4.2 When an event is halted due to adverse circumstances, the event may be rescheduled. The rescheduled event shall start with the incomplete portion of the previous race and all original entries shall start in the same position as when the race was stopped. If the race cannot be rescheduled, and is cancelled prior to the end of all heat racing, all entered competitors will be given 50 points. If a feature line-up has been determined or if a feature is less than halfway completed, points shall be awarded as to the line up position or the last fully completed and fully scored lap in the feature.

20.6.5 Track Re-entry:

Always raise your hand when entering or re-entering the track.

20.6.5.1 A Kart that intentionally or inadvertently cuts the track, corner and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, stay out of the racing line until the Kart is up to racing speed and able to merge with traffic safely (Penalty #3 to 8). If an accident or unsafe situation results in re-entry, Definition 10.8.8 "Reckless or Dangerous" will apply. Cutting course during racing, regardless if position(s) were gained or lost, or cutting the course during qualifying may be subject to penalty. This judgment is at the sole discretion of the Chief Steward/Race Director and may be based on reports from corner flag stations or the head Flagman. Any driver that commits a driving procedure infraction is subject to penalties #1 to 15 (see section 10.8).

20.6.5.2 Karts that leave the track or stop on the track must, first and foremost, get themselves and their Kart to a safe position and out of the way of others. Only after taking care of safety concerns will they attempt to restart. All such attempts must be conducted in a safe manner and under the driver's own power. At ALL times, a driver's privilege to

attempt to restart is subject to Track Officials instructions and interpretation of "safe to do so".

20.6.5.3 A driver is not to expect corner workers to assist his re-entry. If the Kart cannot be restarted, the driver is to assist course workers to get the Kart to a safe position. The driver is responsible for the engine end of the Kart when assisting the Official with removal or repositioning of the Kart. Once the Kart is secured, the driver must remain in a safe place near their Kart until the race is completed. Observed violations will be considered Careless driving or actions (Penalties #1 to 11).

20.6.6 Pit Rules:

20.6.6.1 Each competitor must have a working fire extinguisher in his/her pit at all times during the event. They must also provide a container for refuse and make sure their pit space is clean at the end of the event. Fine of TT\$200.00 will be levied for not cleaning up.

20.6.6.2 Only those persons who have signed a release and waiver of liability will be allowed in any restricted area. TTKA is empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permission as may have been granted to any individual, for misbehavior, non-compliance with the Competition Regulations, or disobedience to a Race Official's orders.

20.6.6.2.1 All drivers are responsible for the conduct of their crew and subject to disqualification for infractions by their pit personnel. This particularly applies during the running of an event while the driver is away from his pit. This responsibility also extends to conduct in the local area of an event, including motels, hotels, restaurants or any private or public area. Such revocation of privilege may lead to expulsion from the pit area or from the track (see section 10.8).

20.6.6.2.2 No fuel, gear oil, or coolant may be disposed of at a TTKA event. If no officially designated container is provided for disposal of specific fluids, all such

fluids and their disposal, are to remain the responsibility of the driver.

20.6.6.3 Pitting:

All drivers shall use extreme caution when driving in the hot pit area. Be alert for pedestrians and other Karts. [Drive at a reduced rate of speed] Kart shall not exceed 1st gear while in motion in the hot pit area. A line will be set at the beginning, and end of pit lane and the 1st gear limit will begin and end at those lines. Any observed violation to this procedure will be considered reckless driving (Penalties #2 to 14).

20.6.6.3.1 Enter and exit the hot pit area at designated pit entrance and exit only. When exiting the hot pit area, during practice or a race, a driver shall yield the right of way to all other competitors on the track. Stay out of the fast groove until the Kart is up to racing speed and able to merge with traffic safely. Any observed violations to this procedure will be considered reckless driving (Penalties #2 to 14).

20.6.6.3.2 The addition or removal of weight during the race, other than adding fuel, is not allowed.

20.6.6.4 Tire disposal:

All competitors are obligated to take charge of their used or junk tires in a responsible manner and will initiate such responsible action by taking their used and junk tires with them upon leaving the racing facility. Teams or individuals caught in violation of this rule are subject to Penalty #10, "loss of all points for the day" and/or a TT\$200 dollar fine.

20.6.6.5 Hot Pit:

The hot pit, if such exists, is reserved for the exclusive use of competing Karts and their support crew. The number of such support persons will be limited and is subject to the control of the Race Director.

20.6.6.6 Signals:

Unless a Kart is actually in the pit, only one crew member will be in front of the pit for signaling and only for the length of time needed to accomplish the actual signaling operation.

20.6.6.7 Warming of Tires:

Warming of tires on the racing surface is prohibited i.e. rapid side to side movement. Offender will be moved to the back of the grid or DQ'd.

It is illegal to warm or heat tires, in any manner, in the pits and pre-grid.

20.6.7 Flags:

Each competitor is responsible for the adherence to the following flag signals.

20.6.7.1 Green Flag:

A Green Flag is displayed at the start of practice or competition.

20.6.7.1.1 If the starter, after giving the Green Flag, decides to have a restart, he will throw a Yellow and Red Flag or Yellow and Red Lights lights. If this happens, all corners will go to a waving Yellow Flag.

20.6.7.2 Yellow Flag:

A Yellow Flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass from the point that the Yellow Flag is being displayed until cleared of the incident. Passing on a Yellow Flag will result in lap penalties (Penalties #3 to 11).

20.6.7.2.1 Double Waving Yellow Flags:

Signifies a full course Yellow when double waving Yellow Flags are displayed at the start/finish line. All competitors will line up behind the leader at a constant reduced pace and follow the restart procedure.

20.6.7.2.2 Waving Yellow Flag:

Slow down, Do Not Pass. Waving Yellow Flag on a corner means there is something on the racing surface or extreme danger to the driver or person ahead.

20.6.7.2.3 Standing Yellow Flag (not waving):

Continue at racing speed; however, passing is not allowed until passed where the Yellow Flag is displayed. Minimal danger ahead requiring driver's attention.

20.6.7.3 Red Flag (see sections 20.6.2 and 20.6.3):

A Red Flag indicates that the race is stopped due to an emergency, track

blockage, 50% or more being involved in incidents on the first lap, weather or darkness. A driver is to slow down and be prepared to stop where directed by Officials, preferably to the start/finish line. A driver will not enter the pits and may not work on the Kart unless otherwise directed by the Race Director. The race order for the restart (see section 20.6.3) is determined by the last fully completed and scored Green Flag lap. If a Red Flag is thrown because of a perceived injury, the driver(s) drawing the Red Flag will not be able to restart the race until they receive clearance from the Medical team.

20.6.7.3.1 (see sections 20.6.2 and 20.6.3) Any Kart involved in any Red Flag incident, under any circumstances, will go to the back of the field. If more than two Karts are involved in a Red Flag incident, their position at the back of pack will be determined by last scored position in a fully completed lap.

20.6.7.4 Blue with diagonal orange (Lapping) Flag (see section 20.6.8.2):
A Blue flag indicates that the driver is being overtaken by a faster, lapping Kart. The driver being lapped is to make room for the faster Kart and point to the safest side for the pass. The driver is not to race the lapping Kart.

20.6.7.5 Black Flag:
A Black Flag indicates that the driver has committed an infraction. The driver is to immediately report to the pits and stop where directed by a Race Official. Failure to respond to the Black Flag will result in lap penalties or disqualification (Penalties #1 to 15).
A rolled Black Flag will be displayed as a warning of a driving infraction. If the driver does not heed the rolled Black Flag warning, the unrolled Black Flag will be displayed. Both flags will be displayed with the Kart number.

20.6.7.6 Black with Orange Dot:
This is the "Technical Flag" and is to remove drivers from the course for technical or mechanical reasons. Driver is to immediately exit the course and report to Officials for evaluation. Where applicable, a driver removed by a technical flag may rejoin the race. Some conditions may not permit such re-entrer. This is not necessarily a disqualification (Penalties #1 to 9).

20.6.7.7 White Flag:
A White flag is displayed to indicate that the race has one more lap.

20.6.7.8 Checkered and Black Flag:
Race under official protest. Results are unofficial and all awards are provisional until a final decision is rendered.

20.6.7.9 Checkered Flags:
A Checkered Flag is displayed at the finish of competition or practice. A driver is to race to the Checkered Flag irrespective of the lap number.

Any driver that commits a flag procedure infraction is subject to penalties #1 to 15.

20.6.8 Driving Procedures (see section 10.8.7):

20.6.8.1 Signaling Procedure:
A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line and point the approaching Kart(s) to the safest side to pass.

20.6.8.2 Blue Flag/Lapping Procedure:
A driver will signal the safest side for the faster, lapping Kart to pass. The driver is not to block or race the lapping Kart. The overtaking vehicle may or may not be right behind you. The overtaking process may or may not take place in the next turn. In the opinion of the Official, you will be overtaken before you complete the present lap. It may well be by more than one vehicle, often indicated by fingers from the Official presenting the flag. Failure to respond to this flag and to properly yield may result in a penalty (Penalties #1 to 14).

20.7 Event Format

20.7.1 Event Qualifying:

20.7.1.2 All Karts will pre-grid for qualifying as designated by the Grid Steward.

20.7.1.3 Fixed duration multi kart, multi lap time trial with transponder. Once the

qualifying group is finished, no other opportunities to qualify will be allowed.

20.7.1.4 Late arrivals and other non-qualified Karts will start at the rear and advance toward final event(s) based on their finish points.

20.7.1.5 Chassis:

The Kart chassis identification number will be recorded or the chassis will be marked after qualifying (see section 10.3.5).

20.7.1.6 Engine:

See section 20.3.

20.7.2 Event Heat Rotation and Feature Line Up:

The Race Director has the option to combine like classes.

20.7.2.2 Heats:

Length is twelve (12) laps unless otherwise posted. The grid position for Heat #1 is according to qualifying times with fastest starting on pole. Grid will be reversed for Heat #2 according to positions at end of race of all Karts still competing. Karts failing to start or not competing at end of Heat #1 will start at rear of grid.

20.7.2.3 Feature:

Length is fifteen (15) laps unless otherwise posted. Starting positions are determined by the highest accumulation of points in the heats.

Ties will be settled by fastest qualifier gaining the advantage

20.7.2.5 Rotax:

Races will be run as follows:

Qualifier	15 laps
Prefinal	15 laps
Final	20 laps

20.7.2.4 Finisher:

To be considered a finisher of a heat or feature race, a competitor must complete eighty percent (80%), rounded up, of the race laps. **In Cadet class any competitor running at the finish of the race will be considered to have finished.**

20.7.3 Disqualification:

20.7.3.1 Drivers DQ'd from qualifying will start at the rear of the heat race field.

20.7.3.2 Drivers DQ'd from first heat race will be placed at the rear of the next heat. Driver Conduct DQ's will always be more severe than technical DQ's.

20.7.4 Awards:

20.7.4.1 Prizes will be awarded to the first, second and third place finishers in a race of four or more entries. First and second in a race with less than four entries. Fastest qualifier bonus points are not to be used to decide grid positions. Where there is a tie for any of the first to third places, the faster qualifying run will be used to break the tie.

20.7.4.2 Champion Drivers:

A Champion Driver in each class will be selected at the end of the year based on total points earned in the nine races selected. Drivers must have registered in fifty percent plus one race to be eligible for end of year awards. Trophies to be issued to first, second and third places

20.7.4.3 Rookie Driver of the Year:

A Rookie Driver of the Year will be selected from the 100cc and Rotax Jr. classes. This driver will be selected based on the highest total points in nine races. To be eligible he/she must not have been previously entered in five or more races of any season. A challenge trophy will be awarded with replica.

20.7.4.4 Most Improved Driver:

Any driver in any year of racing, in the same class, is eligible for this award. This is a subjective assessment and will be made by the TTKA Governing Committee. A challenge trophy will be awarded with replica.

20.7.4.5 Future Champion:

Any driver who demonstrates the potential to become a champion in any class in the future. To be chosen from Cadet to 100cc classes. A challenge trophy will be awarded with replica.

20.7.4.6 Driver of the Year:

Driver accumulating the most points over the ten events in **Rotax and Shifter classes** will

be determined the Driver of the Year. A challenge trophy will be awarded with replica.

20.7.5 Points System:

20.7.5.1 Basic points:

Points are based on feature/main event finishing order. Drivers must take the Green Flag to be eligible for feature points. Only licensed member drivers may accumulate points.

Finish position points table:

<u>Heat Pos.</u>	<u>Points</u>	<u>Feature Pos.</u>	<u>Points</u>
1st	10	1 st	12
2nd	8	2 nd	10
3rd	6	3 rd	8
4 th	5	4 th	6
5 th	4	5 th	5
6 th	3	6 th	4
7 th	2	7 th	3
8 th to last	1	8 th to last	2

20.7.5.2 Bonus Points Structure:

a. An additional Two (2) points will be awarded to the top qualifier in each class.

b. Two (2) points will be awarded for attending the briefing meeting. Competitors arriving more than fifteen (15) minutes after the scheduled start of the briefing will not be awarded points.

20.7.6 Events:

20.7.6.1 There will be ten events for the year and each driver must drop one event, so that only nine will count towards championship points. Except in the case of Driver of the Year.

20.7.6.2 An event for which a driver is disqualified cannot be used as the dropped event. (see section 10.8.6.1).

20.8 Race Day Schedule

8:00 – 10:00	SCRUTINEERING		
10:00 – 11:15	Practice		
11:15 – 11:30	Briefing		
11:30 – 12:30	Qualifying (10 Cad,10 100cc,10 Rotax M,10 Rot I,10 Shift.)		
12:30 – 1:00	LUNCH BREAK		
1:00 – 1:10	Cadet	HEAT 1	10 laps
1:15 – 1:25	100 Light, Heavy	HEAT 1	12 laps
1:30 – 1:45	Rotax Masters	QUALIFYING RACE	15 laps
1:50 – 2:05	Rotax International	QUALIFYING RACE	15 laps
2:10 – 2:20	Shifter	HEAT 1	12 laps
2:25 – 2:35	Cadet	HEAT 2	10 laps
2:40 – 2:50	100 Light, Heavy	HEAT 2	12 laps
2:55 – 3:10	Rotax Masters	PRE FINAL	15 laps
3:15 – 3:30	Rotax International	PRE FINAL	15 laps
3:35– 3:45	Shifter	HEAT 2	12 laps
3:50 – 4:00	Cadet	FINAL	10 laps
4:05 – 4:20	100 Light, Heavy	FINAL	15 laps
4:25 – 4:40	Rotax Masters	FINAL	20 laps
4:45 – 5:00	Rotax International	FINAL	20 laps
5:05 – 5:20	Shifter	FINAL	15 laps
5:45	PRIZE DISTRIBUTION		