



2015 EQUIPMENT RULES

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

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

1. Numbers: Racing numbers will be issued at registration, if previously not assigned. Numbers and plain background number panels must be clean, readable and acceptable to the Chief Scorer. The Chief Scorer and/or the pit steward will inform you if your numbers are not readable. Four sets of numbers are required (front, back, and both sides).
2. The TCKC track is equipped with the AMB electronic timing system. All drivers must have an AMB TranX 160 transponder to compete. No allowance will be made for manual scoring. Transponders will be placed a minimum of 12 inches behind the centerline of the top of the left king pin to the leading edge of the transponder on the left side pod. It is the driver's responsibility to assure proper charging and mounting of the transponder.
3. Only engines sanctioned by the IKF and/or local rules may compete for awards. The officials of the Tri City Kart Club will maintain a list of approved engines. Weights shall be as per the approved club class listing. Racers that do not make weight shall not be allowed back on the track until they are cleared by the race director as making weight.
4. All classes will be required to run **MG Tires** with the exception of the Rotax classes which will run the **Mojo Tire**. The **MG Red tire** will be required for Kid Kart, PRD, and all 4-cycle classes. **MG Yellow** tires will be required for all 2-cycle classes. **(No rain tires allowed in the Kid Kart or LO206/Clone class)**. Tires used for time trials must be used for all heat races and mains, and can only be changed upon receiving

permission from the race director. Drivers should start the days racing with serviceable tires since tires failing from wear-out will be subject to a black flag as dangerous equipment and cannot be replaced. Damaged tires from racing accidents may be replaced on a like for like basis with permission from the race director. Absolutely no tire treatments allowed.

5. A third bearing support or a suitable guard to contain the clutch is required on all 2-cycle Yamaha karts. Clutch guards where there is no third bearing present, must be full circle and .090 aluminum or better material. At least 2 bolts on the third bearing supports must be safety wired.

6. All Drivers will be required to wear following items:

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

- A. Jackets: Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials.
- B. Pants: Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials. All pant legs will be secured in such a manner to insure a closed pant to prevent clothing from catching on the kart.
- C. Footwear: Boots or high top shoes will be constructed of abrasion resistant materials. They will be constructed in a manner as to cover the ankles and to prevent or minimize abrasions.
- D. Neck Collar: MANDATORY. Must comply with current IKF rules.
- E. Gloves: All gloves will be made of heavyweight, abrasion resistant materials.
- F. Helmets: Helmets are MANDATORY on all drivers. They must be intact without significant damage. They must include full face coverage with an integral face shield. (NO GOGGLES and OPEN FACE SHIELDS ALLOWED) All helmets must meet one of the following standards:

Head Gear: Full coverage (full face) helmets designed for competitive motorsports use are mandatory and must comply with one of the following:

Snell Foundation Specifications Legal Until

2000 SA and M 12/20/10

2005 SA and M 12/20/15

2005 K 12/20/15

SFI Specifications Legal Until

24.1 (youth helmet) 12/20/12

31.2a 12/20/13

41.2a 12/20/13

24.1/2005 (youth Helmet) 12/20/15

31.1/2005 12/20/15

41.1/2005 12/20/15

Helmet must be in good condition and is subject to pre race technical inspection. It may also be inspected if it is damaged in an accident*. If the helmet shows any damage, TCKC recommends that it be returned to the manufacturer for testing and recertification. Helmet must be secured with a strap. The driver is responsible for making sure that his or her helmet fits properly and is securely fastened before entering the racing surface. In the case of a minor, this is the parent or guardians responsibility. Failure to properly secure the helmet before entering the racing surface may result in a disqualification.

THERE WILL BE NO EXCEPTIONS. THERE WILL BE HELMET CHECKS AT PRE-TECH.

G. Hair: All long hair will be a safety tech item. Competitors with long hair will have to demonstrate a satisfactory method for retaining their hair. Simply tucking hair into driving suit is not acceptable. (See IKF rule 105.1.6.3.4)

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

7. All 2 cycle classes except shifter classes shall have an approved air box.
8. Old barrel 2 cycle engines in restricted classes shall increase their weight according to IKF rules. Local option specified limit at 10 lbs.
10. 4 cycle engines shall be required to use approved mufflers.
11. 2 cycle Sr. Super Sportsman will run the HPV3 pipe with 9 3/8 – 9 7/8 flex length or the RLV3 pipe with 12 – 12 1/5 flex length or the SSX-V 4 hole can.

12. Any engine may be teched at the Race Director's discretion. Cylinder head volume may be checked using the IKF approved insert tool.
13. Senior Supersportsman class can run wet, dry, or no clutch.
14. All Kart specifications and safety requirements noted in the latest IKF Technical Manual are also bound by the Tri City Kart Club. Weight ballast shall be white in color.
15. To be eligible for Championship points, all competitors must have Series provided MG Decal placed in a highly visible location (Nassau Panel is preferred). This will be a pre-tech item. Kid Karts electing to not run the MG tire will be eligible for Championship points, but ineligible for MG provided Championship awards.
16. Pre tech items are, but are not limited to: Safety wiring, clips or fasteners per IKF Rule Book, Helmet, Drivers Suit, Gloves, Neck Restraint, Chest Protector (12 and Under), Brakes in working order, Throttle in good working order, Chassis with no visible cracks, etc.
17. 2015 TCKC LO206/Clone Class Engine rules: If a driver starts the season with the LO206 that is the engine they are required to run for the duration of the season. If a driver elects to start the season with the Clone they may switch to the LO206 at any point during the season with approval from the tech director. From that race on the driver must continue to run the LO206. In the case of a catastrophic failure and approval by the tech director an engine change to Clone or LO206 may be granted to allow the driver to complete the weekend. TCKC will use the current IKF #721 Briggs Local Option 206 and #723 Super Stock International Class engine rules except for the following local options for the Clones determined by the Board of Directors.
 - A. Adjustable timing type flywheels are not allowed
 - B. Flywheel keyway is non tech (any keyway or no keyway is allowed)
 - C. Header pipe must be round & constant diameter, the pipe may be expanded (steps ok) to fit the RLV B91 muffler (required) in the LAST 4 INCHES ONLY. No welding of muffler allowed, multi stage pipes not allowed, loop pipes not allowed. There is no minimum or maximum header pipe length rule for this class.