

## **SAFETY AND COMPETITION RULES OF THE TEXAS SPRINT RACING SERIES, INC. FOR 2021**

The Rules of the Texas Sprint Racing Series, Inc. (TSRS) follow. All participants in TSRS and all persons affiliated with them in any way, no matter how slight, shall be subject to these rules. By entering TSRS each participant and all those affiliated with them agree to be bound by these rules.

### **1. SAFETY DISCLAIMER**

- 1.1. Kart racing has certain inherent risks. Each competitor assumes that risk when he/she participates in an event. While everyone involved, including officers, officials, and members of TSRS, drivers and crew members, can and have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present at a high level. Although safety is everyone's concern, The Texas Sprint Racing Series, Inc., its officers, officials and members cannot be, and are 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: Competitors are closer to the racing facilities, track conditions, safety personnel and equipment, than are TSRS, its officers, officials and members, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the race officials any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event.
- 1.2. 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 TSRS, its officers, officials nor members will be, or are responsible for the adequacy of a competitor's race kart, racing equipment, or racing activity to accomplish this purpose.

### **2. GENERAL RULES, PROCEDURES AND REGULATIONS**

- 2.1. TSRS is sanctioned by SuperKarts USA! (SKUSA) and International Karting Federation (IKF). The TSRS Race Director may reference the sanctioning body rules to provide clarity to the TSRS rules and procedures. If there is any conflict in the TSRS rules, or if a question is not completely addressed, the Race Director and the Officers of TSRS present at the event will make such changes in the rules so that the conflict or dispute can be fairly settled.
- 2.2. **Entry Refunds: No entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or credits will be at the discretion of the race registration official. In the event of a shutdown due to weather conditions, government regulations, or a force majeure event, TSRS has the right to determine what will and will not be refunded.**
- 2.3. **FUELING of KART:** Fueling of karts must be performed in the pit area. Fueling of the kart on the staging grid area or track is prohibited.

### **3. BAN ON CONTROLLED SUBSTANCES AND CONDUCT UNBECOMING TO KARTING:**

- 3.1. No drinking of alcoholic beverages or use of controlled substances will be allowed at any TSRS event before or during practice or racing by any competitor or member of their crew.

The Race Director or an Officer of The Texas Sprint Racing Series, Inc. is authorized to remove anyone drinking or appearing to be under the influence of alcohol or an illegal controlled substance. The driver for who that person is responsible for will be disqualified from the event.

- 3.2. NO FIREARMS, fireworks or other illegal substances are allowed within the confines of TSRS Events.
- 3.3. Anyone attempting to cause any bodily harm and /or harassment to any track official or team member or volunteer of TSRS will be expelled immediately.
- 3.4. ANY DISORDERLY CONDUCT, including fighting, bad language, unusual behavior, obscene gestures, verbal abuse, threats, unsportsmanlike conduct or reckless driving with the intent of causing harm will cause disqualification, loss of points, and loss of pit pass for the event. Immediate removal from TSRS for remainder of the event (including multi-day races) will be at the Race Director's or TSRS Officer's discretion.
- 3.5. The driver of record, or guardian if participant is a minor, is responsible for all actions of his/her pit and support crew.
- 3.6. NO DUMPING: No oils, lubricants, or chemical additives are to be "dumped" at the track. It is each participant's responsibility to dispose of these items according to local, state, and federal standards.
- 3.7. ABIDE BY DECISIONS: Any driver entering competition at TSRS agrees to abide by the decisions made by the presiding officials or an officer of TSRS, Inc. Any competitor or member of their crew, blatantly disregarding instructions from race officials will be disqualified from and expelled from the event.
- 3.8. CONDUCT UNBECOMING OR DETRIMENTAL TO KARTING: TSRS reserves the right to exclude from its events any person or entity who acts in a way that is unbecoming or detrimental to TSRS or karting generally. This includes actions either at any TSRS event or related to TSRS or any TSRS event whether occurring at the event or elsewhere. This further includes but is not limited to any violation or any civil or criminal law or code of conduct of any national karting organization such as IKF, WKA or SKUSA. Determination of a violation of this rule can be made by the Race Director or officer of TSRS, Inc. The driver is responsible for any such violations by a crew member or other person or entity affiliated with them and for their invited guests.
- 3.9. SOLICITATION/ADVERTISING/USE OF TSRS MATERIALS: No solicitation of any kind is permitted at TSRS events without the express permission of TSRS. All advertising of any kind at any TSRS event or related to TSRS must be approved in advance by TSRS. TSRS logos/images/materials may not be used for any purpose without the prior express consent of TSRS. Violation of this rule is subject to the same penalties set forth under Rule 4.

#### **4. COMPETITION SECTION:**

- 4.1. NO RELIEF OR SUBSTITUTE DRIVERS will be allowed. The driver of record (one who is registered) must qualify or declare the entry and must drive any/or all heats for that race day.
- 4.2. RADIOS PROHIBITED: Voice communication of any type (radio, headset, etc) with the driver while he/she is on track is illegal.
- 4.3. PROHIBITED WARMING OF TIRES: It is illegal to warm or heat tires, in any manner, in the pits, pre-grid, and on the track at any event. This includes raising the rear of the kart off the ground and the driver accelerating then lowering the kart to touch the ground while on the grid.

- 4.4. ENGINE SEALING: All engines will be sealed using seal provided by TSRS for all classes except Kid Karts. Provided seal number will be recorded on pretech sheet prior to qualifying.
  - 4.5. FUEL and OIL TECH: Fuel may be teched in ALL classes at any time.  
Fuel Specs for classes are as follows:
    - 4.4.1. All Four Stroke Classes – VP MS93, or as published a minimum of 30 days per event
    - 4.4.2. All Two Stroke Classes – VP MS98, ELF oil See SKUSA rulebook
  - 4.6. TIRE TECH: Tires may be teched in all classes at any time. Tires may be checked for Serial # comparison to racer tech sheet or a tire Durometer may be used to check for tire Prep or other illegal softening compounds.
5. Tire Rule: Race Tires – EVINCO Blue & Red            RAIN Tires – MG WT
- 5.1. Tire bar codes will be documented on each racer’s pretech sheet and given to designated TSRS official prior to qualifying for each event. The bar codes listed on the tech sheet must correspond to the tires used by the racer in that event from qualifying through the main event. Tires found to not be listed on the tech sheet and raced by the competitor will result in a DQ for the session found and/or the remainder of the event.
  - 5.2. Practice tires must be EVINCO brand tires only and be of the proper compound for the class. No other brand of tire will be allowed on track during practice.
  - 5.3. Tire Prep or tire softening compounds are not allowed in any form. Tires may be checked with a durometer at each event. Any tires found to be illegal will be grounds for disqualification of the racer from that event.
  - 5.4. **Rain tires** – The racer should come prepared and bring at least (1) set of rain tires to each event. Two (2) sets would be preferred due to possible safety conditions.
  - 5.5. Rain tires can be purchased from any EVINCO tire dealer or supporting Dealer at or prior to the event.
  - 5.6. One (1) new set of rain tires may be used at each race event and will include all qualifying, heat races and final for each event. For Safety reasons - Changes may be allowed by the race director to allow the use of (2) sets of rain tires for the event due to weather conditions and rain tire wear. It is the racers responsibility to have adequate rain tires in their possession should such a determination be made by the race director.
  - 5.7. Rain tires will be listed on the tech sheet prior to qualifying. This set must be used for all rain sessions for that event unless the (2) set rule is applied by the race director.
6. Accidents:
- 6.1. Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Director’s discretion.
  - 6.2. Karts involved in an accident may be subject to inspection by officials.
  - 6.3. Medical personnel shall examine any driver who sustains an injury. Any driver involved in an accident shall immediately report to Medical Personnel.
  - 6.4. Any kart and driver involved in an accident shall continue only with approval from the Race Director.
  - 6.5. The Race Director shall approve any repair to a damaged kart.
  - 6.6. Major damage resulting in a need to change kart chassis shall ONLY be undertaken with the approval of the Race Director or Tech Director.
7. TSRS OFFICIAL CHAMPIONSHIP RACE CLASSES:
- 7.1. KID KART – HONDA GXH50 – Class Requirements
    - a. **DRIVER REQUIREMENTS:** Ages 5-8.

- b. **MINIMUM WEIGHT:** 160 pounds
  - c. **ENGINE:** HONDA GXH50. To be run in accordance with the current IKF rule set.
  - d. **CLUTCH / GEAR:** Per IKF Rule Set.
  - e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.
- 7.2. LO206 CADET/JUNIOR 1 – Class Requirements
- f. **DRIVER REQUIREMENTS:** Ages 7-13.
  - g. **MINIMUM WEIGHT:** 245 pounds
  - h. **ENGINE:** LO206 Senior Engine with 6100 rev limiter. Carb Lock Required. Slide .520 (Blue). To be run in accordance with the current IKF rule set. No deviations permitted.
  - i. **CLUTCH / GEAR:** Per IKF Rule Set. Gear is open.
  - j. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.
  - k. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.
- 7.3. LO206 JUNIOR 2– Class Requirements
- a. **DRIVER REQUIREMENTS:** Ages 12-15.
  - b. **MINIMUM WEIGHT:** 310 pounds
  - c. **ENGINE:** LO206 Senior Engine with 6100 rev limiter. Slide (.570 Yellow). To be run in accordance with the current IKF rule set. No deviations permitted.
  - d. **CLUTCH / GEAR:** Per IKF Rule Set. Gear is open.
  - e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 rear / Rain – MG WT.
  - f. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.
- 7.4. LO206 SENIOR – Class Requirements
- a. **DRIVER REQUIREMENTS:** Ages 15 +
  - b. **MINIMUM WEIGHT:** 360 pounds
  - c. **ENGINE:** LO206 Engine. To be run in accordance with the current IKF rule set. No deviations permitted.
  - d. **CLUTCH / GEAR:** Per IKF Rule Set. Gear is open.
  - e. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 rear / Rain – MG WT.
  - f. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.
- 7.5. LO206 MASTER– Class Requirements

- g. **DRIVER REQUIREMENTS:** Ages 35 +
  - h. **MINIMUM WEIGHT:** 390 pounds
  - i. **ENGINE:** LO206 Engine. To be run in accordance with the current IKF rule set. No deviations permitted.
  - j. **CLUTCH / GEAR:** Per IKF Rule Set. Gear is open.
  - k. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X6.0-5 rear/ Rain – MG WT.
  - l. **Carb Adjustment Clarifications:** Per the B&S rule set no jetting changes are allowed from stock and must be as supplied by Briggs with the motor out of the box. Only the air screw, float height and stock needle & clip height may be adjusted.
- 7.6. MICROSWIFT – Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 7-10.
  - b. **MINIMUM WEIGHT:** 225 pounds
  - c. **ENGINE:** IAME 60cc Swift 16mm exhaust header
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.
- 7.7. MINISWIFT – Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 9-13.
  - b. **MINIMUM WEIGHT:** 245 pounds
  - c. **ENGINE:** IAME 60cc Swift
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X4.50-5 rear / Rain – MG WT. Max Rear tire circumference is thirty three & three quarter (33.75) inches.
- 7.8. X30 JUNIOR – Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 12-15.
  - b. **MINIMUM WEIGHT:** 320 pounds
  - c. **ENGINE:** IAME 125cc X30 26mm exhaust header
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.
- 7.9. X30 SENIOR – Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 15 +
  - b. **MINIMUM WEIGHT:** 365 pounds
  - c. **ENGINE:** IAME 125cc X30
  - d. **TIRES:** EVINCO Red 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT
- 7.10. X30 MASTER– Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 30 +
  - b. **MINIMUM WEIGHT:** 395 pounds
  - c. **ENGINE:** IAME 125cc X30
  - d. **TIRES:** EVINCO Red 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT
- 7.11. KA100 JUNIOR– Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 11-15.

- b. **MINIMUM WEIGHT:** 320 pounds
  - c. **ENGINE:** IAME 100cc KA100
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.
- 7.12. KA100 SENIOR– Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 14 +
  - b. **MINIMUM WEIGHT:** 360 pounds
  - c. **ENGINE:** IAME 100cc KA100
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.
- 7.13. KA100 MASTER– Class Requirements – See SKUSA Rules
- a. **DRIVER REQUIREMENTS:** Ages 30 +
  - b. **MINIMUM WEIGHT:** 390 pounds
  - c. **ENGINE:** IAME 100cc KA100
  - d. **TIRES:** EVINCO Blue 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT.
- 7.14. OPEN SHIFTER– Class Requirements – See SKUSA Rules
- e. **DRIVER REQUIREMENTS:** Ages 15 +
  - f. **MINIMUM WEIGHT:** 395 pounds (385 pounds KZ)
  - g. **ENGINE:** IAME 175cc OR HONDA 125cc OR KZ (per SKUSA rules)
  - h. **TIRES:** EVINCO Red 10X4.50-5 front, 10X7.10-5 rear / Rain – MG WT

Note – Any class that has less than five (5) entries 2 weeks prior to the scheduled event may be cancelled by TSRS for that event. Entry payments for cancelled classes will be refunded, or the entrant may switch to an alternative class if available. To be eligible for Series Championship awards, each class must have at least (5) participants in (4) of the (5) scheduled events. To be eligible for SKUSA/IKF prize packages all Championship classes must have at least (10) participants in (4) of the (5) events.

8. ALL CLASSES – Must have at least (5) entries 2 weeks prior to the scheduled event – these classes are not eligible for Series Championship awards unless the class is scored for (4) of (5) events. Entry payments for cancelled classes due to low entry will be refunded or the entrant may switch to an alternative class if available.

8.1. ANY ADDITIONAL CLASSES PER SKUSA/IKF RULES MAY BE CONSIDERED GIVEN APPROPRIATE INTEREST AND ENTRIES

9. POINTS CALCULATION AND GRID SETUP

- 9.1. Qualifying sets grid for each Heat Race.
- 9.2. Heat Races–(3) heats. Start each heat where you qualify. Heat scoring Opts-1st, 2pts-2nd, 3pts-3rd, 4pts-4th and so on. Lowest points for all heats will determine starting grid. Ties will be broken by qualifying times. Championship heat points will be awarded based on final starting grid and distributed as shown below.

- 9.3. Main Race– Points distributed as shown below.
- 9.4. Bonus Points: The Top Qualifier may earn an additional 10 points. The Fastest Lap in Main may earn an additional 10 points.
- 9.5. Total points calculation: = Heat Race Points + Main Race Finish Position Points + Bonus Points (when applicable).
- 9.6. **FOUR OF FIVE RACE POINTS WILL BE COUNTED. NO SHOWS WILL NOT BE PENALIZED, HOWEVER CERTAIN DISQUALIFICATIONS CANNOT BE DROPPED.**
- 9.7. Championship Ties: Will be broken by the number of times one driver has beaten the other in all main events of the season. Heat/pre-final races will be considered as well, if necessary

Position	Main Event Points	Heat Race Points	Top Qualifier	Fastest Lap in Main
1	200	100	10	10
2	180	90		
3	170	80		
4	160	75		
5	150	70		
6	142	65		
7	134	60		
8	126	58		
9	118	56		
10	110	54		
11	102	52		
12	96	50		
13	90	48		
14	84	46		
15	78	44		
16	72	42		
17	66	40		
18	62	38		
19	58	36		
20	54	34		

**All finish positions in the main or heats below 20<sup>th</sup> position will follow points listed in SKUSA rulebook.**