



TSRS Supplemental Rules and Addendums

Thank you so much for joining the Texas Sprint Racing Series. Our staff is available to answer any questions you may have. To be mindful of your time, we will no longer be hosting drivers' meetings. Instead we will have Race Directors Notes published to Discord with all event specific information as well as a brief allowance of time for race officials to be on grid to answer any of your questions prior to qualifying. Many answers to common questions will be found in this document. We will do our best to reference specific rules whenever possible. If you still need clarification on any rule, please reach out via Discord.

Please be respectful to our TSRS staff. They are here to help you and will do their best to do so but are much more responsive to kind requests. Yelling or mean remarks from anyone to any TSRS staff, officials, other parties will not be tolerated.

At the end of each event please leave your pit space in the order you found it. Fuel cans cannot be left at any of our tracks; however, we will let you know where you may leave any used tires. We want our tracks to welcome us back because we take good care of our surroundings so, please be mindful and move all trash to the cans or dumpster as you vacate your pit space.

NEW TO TSRS?

Please be sure to review our rules page for how we utilize the SKUSA and IKF rulebooks. If you have additional questions, do not hesitate to reach out. Each class structure, including weights and age groups, is available on our website under Classes and Rules. This is the only supplemental for TSRS and all information on our website will be considered part of our regulations. For those in a 206 class please review engine sealing procedures and have proper bolts available.

NEW FOR 2026

Please be sure to review rule updates that have changed for 2026:

- Tires are now a mandatory purchase and must be used as your race tires.
- Number reservations are required for all drivers to ensure your points are tracked properly.

Event Information

Please visit the Event Information portion of our website or Discord for the most up to date information for each event. Check in with parking before setting up and registration upon your arrival at the track to get wristband that confirms you have completed our ewaiver. We recommend completing all ewaivers before arriving at the track. Please keep the link or screenshot of the completed form available as registration may not be able to verify otherwise.

Paddock Transportation – Please leave all bikes, scooters, skateboards, and similar items at home. Our insurance provider will no longer allow these items, even when the track is closed. Due to the mandate from insurance providers, any of these items will be confiscated and those in possession could face possible ejection from the event. Golf carts operated by license drivers over 16 will be permitted. Individuals with mobility disabilities may contact info@texassprintseries.com for a pass.

Items you will find on Discord and our website for this event:

Sealing Procedures – This form shows how to seal your engine and where you will attach the provided chassis seal. Provided seal numbers will be scanned in when handed out at the tire desk. If, for any reason, you have a repair where you suspect the need to cut the seal, please visit the tech inspection area prior to removing any seal. If necessary, they will provide you with an alternate seal and any work to be done must be done in the tech area under supervision. Failure to do so may result in penalties or disqualifications.

Track Map – A map with the track layout, direction of travel, formation, and commitment cones.

Event Schedule – Please know what time your class is scheduled to be on track. We do our best to run on time, should unforeseen circumstances cause us to go off schedule it will be your responsibility to know session orders and arrive on the grid for your scheduled session.

Items provided at tire desk when race tires are scanned in:

Chassis Seal – Seal prior to qualifying. Follow sealing procedure placement. This is a white plastic seal.

Engine seal – All engines will be sealed prior to qualifying until the completion of the final event. Follow sealing procedure placement. IAME engines and shifters will be given 2 seals, one for the engine and one for the exhaust.

Transponders are required for all sessions beginning Saturday. If you need a rental transponder, you can rent one during registration or check-in. All rental transponders will be returned at final weigh in and **MUST** be attached to your kart for all on track sessions. Your kart may be held until you are able to remove the transponder from the kart. Plan accordingly.

Tires and Fuel preorders will be available at the tire desk, they will have a list of all preorders. Tire and fuel desk will close 30 minutes prior to the first qualifying session. It is your job to pick up any reserved items in a timely manner. Any items not preordered will have limited supply at the track, please plan accordingly so that we can have what you need on site.

Tires will be scanned at each event and once scanned, they may not be changed without tech approval. See the schedule for more details. It is your job to pick up race tires and obtain seals from the tire desk.

Common Rules and Procedures

The SKUSA and IKF rulebooks are very comprehensive. The answers to many of your questions can be found there.

Event Format – Please visit our event information page online for our format. We reserve the right to adjust the format at any time. All on track sessions will be timed. Qualifying results will set the grid for all heats, lowest finish points for all heats will set the grid for final events. We will not space out drivers in qualifying. Bump drafting is allowed. Heats are not progressive. All ties will be broken by qualifying times. For races the time noted on the schedule will be the length of time competitors have until the two (2)laps remaining flags are thrown. Please see the SKUSA rulebook for Points breakdown for heats and championship calculations. **FOUR OF FIVE RACE POINTS WILL BE COUNTED. NO SHOWS WILL NOT BE PENALIZED.**

Scales - Please review rules under 602.13.3. Competitors are not allowed to have contact with any other person prior to scaling (other than accepting water from TSRS Staff). Any passing of items, such as a tire pressure gauge, is not allowed and may result in penalties. Competitors are expected to remain with their karts until scaled. These rules will be enforced for all drivers and their parties.

Tech Tools- It is expected that each entrant reporting to tech has enough tools to perform disassembly under the direction of the tech officials. Failure to have the required tools may result in penalties.

The Race Director reserves the right to remove any lapped traffic from the track.

Starting Procedures – We will utilize tram lines for all starts, when available. We also use a “Formation Cone” and “Commitment Cone” Please be sure to review SKUSA rule section 602.8.2.2 for all starting procedures. We will do our best not to abort starts, but race time will be started on the first start attempt in the case of an abort. Once the commitment cone is reached by the leader the grid will be closed.

Penalties – All penalties will be assessed based on SKUSA rulebook per section 604 and will be assessed by our TSRS officials. Any penalties will **ONLY** be shown in the class specific section of Discord and on penalty points website, we will not notify you in person. We will attempt to notify you via text alerts via the number in RaceSelect, but this is not guaranteed. We DO NOT penalize for push back bumpers and do not require them.

Protests – Should you disagree with the call made by a TSRS official you may choose to file a protest. You are allowed one protest per event. If you just want clarification on a call, we will do our best to answer in a timely fashion, but without a protest filed on time there will not be a change to the call. Personal camera footage may be accepted if it clearly shows the incident only. All protests will be filed electronically. This form can be found in your Raceday website or by using the qr code posted at the stewards area. Once completed, you will need to submit your evidence and cash fee as noted on the form to Protest Steward. All minors must be accompanied by their adult representative. All protest forms must be received within 30 minutes of the timestamp on the announcement.

Flag procedures- Please see SKUSA section 603.5 for all flag descriptions. Familiarize yourself with all flag procedures in this section. In the event of an incident on track we may use the double yellow flags to go full course caution while we assess the situation for the need of a red flag. In the heat races and final events, we reserve the right to use the black flag for any back markers to prevent lapped traffic in any session.

Numbers- Please be sure that all karts are number compliant using black numbers with yellow backgrounds on all 4 sides of the kart. This will be required for all on-track sessions run by TSRS.

Tires- All slick race tires must be purchased through TSRS and scanned in prior to qualifying; wets will only be scanned after being used in an official track session.

Red Flag Conditions- If the need arises for a red flag, please come to a complete stop in the safest way possible. There is ABSOLUTELY NO admission to the track without a staff escort if your driver is involved in an incident. We will do our best to get you there as quickly as possible, but we need to ensure the track is safe to enter first. Should an incident occur, we will let you know where to meet TSRS Officials to be let onto the track in our Race Director notes for each event.

SUPPLEMENTARY CLASS INFORMATION

206 Kid Kart

Age: 5-8 – Must Have attained the age of 5, no exceptions.

Qualifying Grid set by championship points

MINIMUM WEIGHT: 200 pounds- Kid Kart Chassis

215 pounds – Cadet Chassis

ENGINE: LO206 Senior Engine with 4100 rev limiter. Carb Lock Required. Black Junior Slide (Part#555732) .310 slide RLV #5507 Pipe

CLUTCH: MaxTorque Part#555727 only

GEAR: 17/57 Gear Ratio, #35 chain

TIRES: EVINCO SKH2 Blue 10X4.60-5 front, 10X4.60-5 rear; Max Rear tire circumference is thirty three & three quarter (33.75) inches, max pressure 20psi. / Rain – MG SW2. Tire scraping is permitted, however heating tires for any other reason is not. In all other classes, SKUSA Rule 602.14.7 remains in effect.

NUMBERS: 5-99

Fuel/Oil: Pump fuel designated per event/ Per Briggs

Kid Kart Chassis Dimensions:

Wheel Base: 29-31.5 inch

Overall Max Track Width: Front, maximum 40" as measured to outside of rim/tire (no minimum). Rear, minimum 39", maximum 42" as measured to outside of rim/tire.

Height: 20 inch max at any point

Cadet Chassis Dimensions: Any drivers using a Cadet chassis will be required to reference current SKUSA rulebook section 300 Race Vehicle Standards for chassis dimensions, guidelines, and standards.

206 Cadet

Slide: Green (Part#555740) .490

Age: 7-13

MINIMUM WEIGHT: 245 pounds

ENGINE: LO206 Senior Engine with 6100 rev limiter. Carb Lock Required. Slide .490 (Green). To be run in accordance with the current Briggs & Stratton rule set. No deviations permitted.

CLUTCH / GEAR: Per Briggs & Stratton Rule Set. Gear is open.

TIRES: EVINCO SKH2 Blue 10X4.60-5 front, 10X4.60-5 rear/ Rain – MG SW2

NUMBERS: 204-299

Fuel/Oil: Pump fuel designated per event / Per Briggs

206 Junior

Slide: Yellow (Part#555741) .570

Age: 12-15

MINIMUM WEIGHT: 320 pounds

ENGINE: LO206 Senior Engine with 6100 rev limiter. Carb Lock Required. Slide .570 (Yellow). To be run in accordance with the current Briggs & Stratton rule set. No deviations permitted.

CLUTCH / GEAR: Per Briggs & Stratton Rule Set. Gear is open.

TIRES: EVINCO SKH2 Blue 10X4.60-5 front, 10X6.0-5 rear / Rain – MG SW2

NUMBERS: 304-399

Fuel/Oil: Pump fuel designated per event/ Per Briggs

206 Senior

Age: 15+

Slide: Stock Black (Part#555590)

MINIMUM WEIGHT: 360 pounds

ENGINE: LO206 Engine. To be run in accordance with the current Briggs & Stratton rule set. No deviations

permitted.

CLUTCH / GEAR: Per Briggs & Stratton Rule Set. Gear is open.

TIRES: EVINCO SKH2 Blue 10X4.60-5 front, 10X6.0-5 rear / Rain – MG SW2

NUMBERS: 604699

Fuel/Oil: Pump fuel designated per event/ Per Briggs

T4 Senior – Spec Chassis

Age: 15+

MINIMUM WEIGHT: 350 pounds

ENGINE: Tillotson T4 In accordance with T4 Global Regulations and TSRS Supplemental

CLUTCH / GEAR: Noram T4 Stinger OR Hilliard Inferno series ‘FLAME OR FIRE ONLY’

TIRES: Maxxis T4 Rain – MG SW2

NUMBERS: 504-599

Fuel/Oil: Sunoco/Tillotson Xeramic T4 Racing Oil

Sprocket: Spec Gear per Track, 219 chain only

206 Bodywork Supplemental

Rear Bumpers

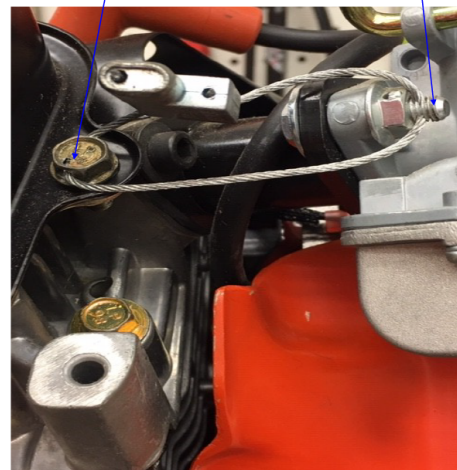
All karts must have a CIK plastic rear bumper, or a “full width” steel bar style bumper consisting of at least 2 horizontal bars between the frame rails (additionally, see “Metal Double Bar Bumper” below). Single bar bumpers are not allowed. Bumper must be at least 1” rearward of the rear tires. All rear bumpers must be wide enough to cover at least half the width of each rear tire, and may not extend past them unless a rain race has been declared. If the bumper “floats”, officials will move your bumper to the most extreme positions in both directions to check these measurements.

Metal Double Bar Bumpers

Tubing must be a minimum of .630” diameter. Bumper must be attached to each of the main frame rails. Top bar must be 6.5” to 12” from the ground with the driver seated in the kart. Bottom bar may not be any lower than the frame rails of the chassis, or higher than the top plane of the rear axle. An interrupted bar design is acceptable between the frame rails so long as there is a rear cross bar present. Slip joints between the frame rails are also acceptable. The top and rear bars may be connected, but no 90 degree joints may be at the outer edges of the upper bar. Additional reinforcement bars are optional. Bumper may be mounted at an angle of 0 - 45 degrees tilted rearward. No bolt holes may be slotted or more than .125” diameter larger than the bolt diameter.

**Briggs 206
ADDED
Special Sealing**

Valve Cover Bolt Right Center Carb Bolt Next To Choke Arm



TSRS Penalty Point System

Penalty points will be assigned based on the individual infraction, in addition to any position or time penalties assessed during a session. Penalty points are accumulated by the driver, regardless of the class they were competing in at the time of the infraction. All penalty points will be tracked per **DRIVER, AND NOT** per class. All penalty points are subject to be adjusted at any time at Race Directors discretion.

If a driver accumulates 15 penalty points, they will automatically be excluded from the next scored session they are scheduled to compete in (Qualifying, Heat or Main Event) within the next 5 TSRS events; regardless of class.

- If a driver earns 25 penalty points they will be disqualified for the remainder of the event at which they reached that threshold, and will also be suspended for the next event on the TSRS calendar.
 - Penalty points will remain with a driver for 5 scheduled events. For example, if you were assigned penalty points for Incident Responsibility at an event, you would carry those points for the next 5 events. On the sixth event **AFTER receiving any penalty you entered**, those points would fall off.
 - If a driver were to accumulate 25 pts within 5 events and is disqualified from the event, their oldest 15 penalty points will be rescinded. They still must sit out the next scheduled TSRS Event and will carry the remaining 10 penalty points until they expire as described above.
 - Items marked as 0.1 will be tracked as well. Any driver that cumulatively reaches 0.5 will have 5 points added. While these infractions don't specifically factor into your driving abilities, we believe drivers should be held responsible if consistently overlooking items like these.

Please refer to the amended penalty list below to fully understand how the new point system will align with current penalties in the SKUSA rulebook. All points shown are current minimum penalty points, and subject to change in the future as TSRS officials see fit for future events.

*The only amendment made to the penalty list below is the addition of the minimum penalty points column.

Items not covered by SKUSA:
Warning/Rolled Black Flag 0.1 pt
Bikes, Scooters, Skateboards, etc

Penalties that are issued but overturned via protest will show in the [TSRS Driver Penalties webpage](#) at 0 pts. Although individual penalties are protestable, per SKUSA section 109, exclusions and suspensions as a result of accumulated TSRS penalty points shall not be protestable.

604 PENALTY LIST FROM Superkarts USA RULESBOOK version 5/8/26

604.1 GENERAL

INFRACTION	SPECIFICS	MINIMUM PENALTY	MINIMUM POINTS
Conduct, Behavior and Sportsmanship	Anytime	Disqualification/Removal from Event and may be subject to additional sanctions.	15 pt
Consuming Alcoholic Beverages & Inebriation during racing			15 pt
Under influence of Illegal Substances			15 pt
Late Race Tire Pick Up	Applies to Sat	Qual Loss of Fast Lap or Procedural Fine	0.1 pt
Incorrect Race Tires	Racing	See <u>306.7</u> and <u>306.7.3</u>	0.1 pt
Failure to Attend Driver's Briefing		Qual: Loss of (2) Fast Laps	N/A
Enter Race Control	Anytime	Exclusion	0.1 pt
Verbal or Physical Attack Towards Official or Competitor			.15 pt
Disregarding Official's Instructions	Practice or Qualifying	Loss of Fast Lap in Qualifying	6 pt
	Racing	10 Seconds	6 pt
Improper Engine, Pipe and Carb Sealing or Chassis Tag	Qualifying	Loss of Fast Lap or Procedural Fine	0.1 pt
Improper Engine Shield or Coverings	Qualifying	Loss of Fast Lap or Procedural Fine	0.1 pt
	Racing	Disqualification from Session or Procedural Fine	0.1 pt
Approved Engine or Chassis Change	Driver retains their starting spot	10 Sec Penalty in Next Race	0.1 pt
Unapproved/Unsupervised Engine, Carb, Chassis or Pipe Change. Unapproved/Unsupervised Engine, Carb, Chassis or Pipe seal/tag removal. Missing Engine, Pipe, Carb Seal, or Chassis Tag.	Anytime	Disqualification from all previous sessions and 10 Sec Penalty in Next Race	0.1 pt
Tampering of the Engine/Pipe Seal	Anytime	DQ for Competition Day	0.1 pt
Incorrect or Modified Exhaust Header/Restrictor	'Final Practice'	DQ from Next Competition Day	0.1 pt
	Qualifying/Racing	DQ for Competition Day	0.1 pt
Did Not Weigh, Underweight	Anytime	Disqualification from Session	0.1 pt
Did Not Weigh – Medical	Anytime	Back of class	
Missing, Incorrect or Non-Compliant Number Panels	Practice or Qualifying	Loss of Next Session or Loss of Fast Lap or Procedural Fine	1 pt
	Racing	3 Seconds or Procedural Fine	1 pt
Failure to have tech tools as described in 602.12.14.2	Anytime	1 Warning then Procedural Fine	0.1 pt
'Euro-Swerve'	Anytime	DQ for the Day, Round or Event	15 pt

604.2 SAFETY

INFRACTION	SPECIFICS	MINIMUM PENALTY	MINIMUM POINTS
Loss of: Battery, Weight, Tire/Wheel, Chain Guard, Timing Cover, Clutch Cover, Camera Improper Camera Mounting, Improperly Secured weights	Practice	Loss of Fast Lap in Qualifying	4 pt
	Practice/Warm-Up before Qualifying/Final Practice	Loss of Fast Lap in Qualifying/Final Practice	4 pt
	Session before Race	Start in Rear	4 pt
	'Final Practice', Qualifying, Racing	Disqualification from Session	4 pt
Missing: Auxiliary Carb Return Spring, Extra Battery Strap, Brake Safety Cable, Fuel Capture or Radiator Overflow Bottle, Double-Nut on Weight	Practice	Loss of Fast Lap in Qualifying	0.1 pt
	Practice/Warm-Up before Qualifying/Final Practice	Loss of Fast Lap in Qualifying/Final Practice	0.1 pt
	Session before Race	Start in Rear	0.1 pt
	'Final Practice', Qualifying, Racing	Disqualification from Session	0.1 pt
Battery or Weight not marked with appropriate kart number	Practice/Qualifying	Loss of Fast Lap in Qualifying or Procedural Fine	0.1 pt
	Session before Race	Start in Rear or Procedural Fine	0.1 pt
	Racing	10 Seconds or Procedural Fine	0.1 pt
Non-compliant Safety Equipment (Section 106)	Practice/Qualifying	Loss of Fast Lap in Qualifying	0.1 pt
	Session before Race	Start in Rear	0.1 pt
	Racing	Disqualification from Session	0.1 pt
Loss of or broken Bodywork	Nose/Sides/Rear/Fairing	Removal from session or Back of class	0.1 pt
Pipe, silencer or connector tube not properly attached	Anytime		0.1 pt
Passing Under Yellow	Practice	Loss of Fast Lap in Qualifying	3 pt
	Qualifying	Loss of Fast Lap	3 pt
	Racing	5 Seconds	3 pt
Unsafe Re-Entry	Practice	Removal	4 pt
	Qualifying	Loss of Fast Lap	4 pt
	Racing	15 Seconds	4 pt
Leaving/Abandoning Kart on Track (except medical)		Disqualification from Session and delayed kart recovery	6 pt

604.3 QUALIFYING

INFRACTION	SPECIFICS	MINIMUM PENALTY	MINIMUM POINTS
Push-back Bumper	Per Incident	Loss of Fast Lap	N/A
Incident Responsibility	Per Incident		3 pt
Track Limits	Qualifying		1 pt

604.4 RACE STARTS

INFRACTION	SPECIFICS	MINIMUM PENALTY	MINIMUM POINTS
Jump Start		6 Seconds	1 pt
Pushing at Start		6 Seconds	1 pt
Scrubbing Tires	After Commitment Cone	3 Seconds	0.1 pt
Out of Line at Start	2 Wheels	3 Seconds	0.1 pt
	4 Wheels	5 Seconds	0.1 pt
Advancing after Commitment Cone		10 Seconds	3 pt
Manipulating the Start		15 Seconds	3 pt

604.5 COMPETITION

INFRACTION	SPECIFICS	MINIMUM PENALTY	MINIMUM POINTS
Push-back bumper	One side	3 Seconds	N/A
	Two sides	6 Seconds	N/A
Incident Responsibility & PBB	One penalty for initial IR call & PBB	6 Seconds	N/A
Incident Responsibility	Careless	5 Seconds	3 pt
	Reckless	10 Seconds	4 pt
	Dangerous	Disqualification from Session	6 pt
"Driving Down"		10 Seconds	3 pt
Blocking		5 Seconds	3 pt
Track Limits (where specified)		3 Seconds	1 pt
Cut Track	if advantage gained	MINIMUM 5 Seconds	3 pt
Working on Kart under RED Flag		Disqualification from Session	0.1 pt
Touching engaged PBB		Disqualification for Competition Day	N/A
Unsportsmanlike Conduct		Disqualification from Session	15 10 pt

Points Calculation and Grid Setup

Qualifying sets grid for each Heat Race.

Heat Races—(3) heats. Start each heat where you qualify. Heat scoring 0pts-1st, 2pts-2nd, 3pts-3rd, 4pts-4th and so on according to an increasing progression of one point per place.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants plus 1 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 1 (in Case B: 37 participants and more). Lowest points for all heats will determine the starting grid. Ties will be broken by qualifying times. Championship heat points will be awarded based on the final starting grid and distributed as shown below.

If a Driver has been black-flagged or disqualified, he will receive a number of points equal to the number of participants plus 2 (in Case A: 36 participants or less) or equal to the number of participants of groups A and B plus 2 (in Case B: 37 participants and more).

Main Race— Points distributed as shown below.

Bonus Points: The Top Qualifier may earn an additional 10 points. The Fastest Lap in Main may earn an additional 10 points.

Total points calculation: = Heat Race Points + Main Race Finish Position Points + Bonus Points (when applicable).

FOUR OF FIVE RACE POINTS WILL BE COUNTED. NO SHOWS WILL NOT BE PENALIZED.

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 20th position will follow points listed in SKUSA rulebook.