

# **2025 Touring Kart Championship Sporting Regulations**



**Updated: March 10, 2025**

**Special Thanks to the Supreme Race Director, Justin Dittrich**

**Touring Kart Champinship will be utilizing the Discord app for all official Event communications.**

**Please scan the above QR code or visit the following link to join the community:**

**<https://discord.gg/33zSj6r2>**

**A. Event (Race) Entrant, The driver:**

- 1. The entrant of the race is the driver.**
- 2. The driver is solely responsible for the entirety of their actions and all persons associated with or acting on their behalf. The driver is responsible for the conformity of their respective equipment for the duration of a given event.**
- 3. Touring Kart Championship (TKC) reserves the right to refuse entry to any driver not conforming to regulations.**
- 4. All competitors must fill out and sign the NKA insurance waiver form for all outdoor races prior to the start of qualifying.**
- 5. Drivers are eligible for any class they meet the age requirements for from 12:00am January 1, 2023 and 11:59pm December 31, 2023.**
- 6. Cameras may only be mounted in an approved and secure manner. TKC is not responsible for any broken cameras.**
- 7. Competitors must conform to the track's driving gear requirements (Section 102).**
- 8. No one is authorized to walk into the controlled racing environment at any time for any reason, unless permission is granted by the Race Director. Spectators and team members are expected to stay behind the fence at all times. Anyone who invades the race track is subject to ejection and disqualification of the Competitor they represent.**

**D. Pitlane:**

- 1. Drivers may only enter the pitlane when authorized to do so by the Race Director or Track staff.**
- 2. A helper may assist the driver if they need help with weights or entering the kart. The helper must leave the pitlane when the driver is strapped and ready.**
- 3. Mid-session kart swaps will be allowed at select tracks. The rules regarding kart swaps will be explained during the driver's briefing.**

**E. Driver's Meeting:**

- 1. The driver's meeting is scheduled and organized by the Race Director for all drivers registered for any given race. A competitor who is considered to be a "minor" must also have a parent or legal guardian in attendance. Time and location of the driver's meeting will be announced on race day.**
- 2. All drivers are required to attend the driver's meeting. Penalties may be enforced by the Race Director for drivers that do not attend.**
- 3. ANY rule clarifications, announcements, or rule changes from the driver's meeting should be considered and is a supplemental regulation that takes the highest precedence over ANY other rule(s), written or otherwise.**

**F. Scoring:**

- 1. Results for all official track sessions are to be considered pending until signed off by the appropriate official and posted on the Discord or Instagram app, as announced by the Race Director. The posting of results does not automatically deem those results as official.**

2. **Protesting of results will only be permitted within thirty (30) minutes of the end of the last session.**

**G. Flags:**

1. **Yellow Flag:** The yellow flag is the signal for caution. When it is held stationary, it is an indication that there is a problem ahead. Drivers must slow and refrain from passing. A waving yellow flag indicates immediate danger ahead. Drivers should be prepared to stop and refrain from passing. Drivers caught passing under yellow conditions in practice will be removed from the race track. Drivers caught passing under yellow conditions during a race will be penalized after the race.
2. **Red Flag:** The red flag indicates that a race must be stopped due to some condition that has made the track unsafe, such as a complete track blockage. As soon as a red flag is shown, drivers must come to a stop as quickly and safely as possible. Drivers ignoring red flags will be severely penalized.
  - a. In the event a race is suspended prior to the full field completing...
    - i. ...two laps, the Race Director has discretion to issue a full restart within 30 minutes of the red flag being issued or the track being vacated by Competitors. The original start (or lack thereof) will be considered void and the original starting grid will be used.
    - ii. ...50% distance, the race will be restarted once the situation that issued the red flag has been cleared. The race will be restarted in single file order, based on the last lap completed by the full field. If there was an incident that directly caused the race suspension, involved Competitors may restart the race, however they may have to restart from the back of the field.
  - b. If a race is suspended after 50% of the race distance is completed by the full field, the race will be considered official. If there was an incident that directly caused the race suspension, involved Competitors may be scored to the rear of the field.
3. **Blue Flag:** The blue flag is used to indicate to a driver that they are about to be overtaken by the leaders and should yield the racing line to them as soon as possible. Drivers ignoring blue flags will be severely penalized.
  - a. As a general guideline, drivers that are failing to maintain a race pace within 107% of the lead karts during a Final may be removed from the track, at the discretion of the Race Director.
4. **Black Flag:**
  - a. **Pointed/Furled:** A pointed black flag will be used to assess warnings to drivers that they are being carefully monitored for their on-track behavior and continuing this behavior may result in being removed from the track or being penalized.
  - b. **Solid Black Flag:** This flag, usually accompanied with a driver's number board from the starter stand, is used to remove a driver from the race track for unacceptable conduct.

- c. **Black Flag with Orange Disc:** This flag, usually accompanied with a driver's number board from the starter stand, is used to remove a driver from the race track for a mechanical issue with their kart.
- 5. **Checkered Flag:** The checkered flag is used to indicate that the session is complete. All Competitors are to exit the race track once the checkered flag is displayed.
  - a. In the event that the checkered flag is inadvertently delayed from being displayed, the session will be scored per the originally scheduled distance (Example: If a Final is scheduled for 12 laps and the checkered flag is displayed after 13 laps completed, the Final will be scored based on the originally scheduled 12 laps). The Race Director and Touring Kart Championship officials have authority to tweak post-race weight minimums and technical inspection as needed.
  - b. In the event that the checkered flag is displayed too early (based on the originally scheduled distance), the session will be scored as completed, as long as 50% of the original race distance has been completed.

#### **H. Qualifying:**

- 1. Qualifying group assignments are purely assigned to assist in management of the grid and are at the discretion of the grid official.
- 2. Qualifying group assignments will be announced before qualifying. In the event you are not listed, you should meet with the grid official before the first group leaves to receive an assignment. Failure to follow the instructions of the grid official will lead to loss of qualifying time.
- 3. A tie in qualifying laps by two or more drivers will be broken by comparison of the driver's next competitive lap(s) until the tie is broken. If the tie cannot be broken, the driver who set the fastest lap first will get the higher starting position.
- 4. Bump drafting/pushing is permitted.
- 5. If a driver cuts the course, the lap that they commit the infraction on will be deleted.

#### **I. Rolling Start Procedure:**

- 1. When drivers are released onto the racing surface for a race session, they will be given one full hot lap. Once the leader has passed the starting line for the first time, they have started the formation lap and should slow their pace to allow all other drivers to catch up.
- 2. At the end of the formation lap, karts will approach the start line in the designated tram lanes at a reduced speed. No karts may exit the tram lanes until the Starter has displayed the green flag or they are subject to penalty. Competitors shall not scrub tires once they enter the tram lanes.
- 3. Once karts begin entering the tram lanes, a Competitor must stay within one kart length of the Competitor immediately in front of them. Any attempt to anticipate

the start by a greater margin than described will be issued with a jump start penalty at the discretion of the Race Director.

4. The start line will be designated by a line parallel to the track drawn across the track inline with the head flagman and/or the location of the timing loop.
5. Drivers are not permitted to accelerate until they have crossed the acceleration line or the green flag is wave
6. If the Starter is not satisfied with the starting procedure, he will abort the start by displaying the yellow flag. Karts will then begin a new formation lap. If the Starter is satisfied, he will display the green flag and racing conditions apply. The Race Director reserves the right to suspend the session if a satisfactory start cannot be made in a timely manner or multiple incidents prevent a start from being issued.
7. In the event the green flag has been displayed and there is a need to restart the race without suspending the session, the yellow and red flags will be displayed together at all corner stations. Drivers should slow down and reform into their original grid positions.
8. A Competitor may not advance their position once karts have entered the tram lanes. If the start is aborted because a Competitor is attempting to regain their position, they will be issued a time penalty for delaying the start.
9. In the event a driver stops on track and is unable to self recover, the field will be bunched up and the race will be restarted. All restarts will be single file rolling starts. The driver(s) who are unable to self recover will start at the back of the field for the restart.

#### **J. General Racing Guidelines:**

1. Contact resulting in a gain of position is forbidden and subject to penalty at the Race Director's discretion. If the position is returned to an offended kart, a penalty may be waived. An offended driver may not impose another driver using camera footage.
2. Drivers being lapped are expected not to impede the karts lapping them and should wave the leaders through at their earliest convenience. Lapped drivers should use their best judgment when, where, and how to let another kart through safely. Causing a collision without warrant is subject to penalty.
3. Drivers are permitted one defensive move on a straight.
  - a. A defensive move is defined as a change in direction that is away from the normal racing line.
  - b. Drivers are not permitted to return to the racing line until they begin their maneuver to the next corner.
  - c. Drivers are permitted to defend in reaction to an attacking driver's move.
  - d. Drivers are not permitted to force a driver outside of the track limits or to cause a collision, whether attacking or defending.
4. Retaliation and contact after the checkered flag is strictly prohibited and subjects a Competitor to disqualification.

5. Competitors that are planning to exit the track or having a mechanical issue are compelled to indicate to the Competitors behind them by putting their arm in the air.
6. If a Competitor is unable to continue during a session, they are compelled to help remove their kart from the racing surface. Competitors will obey corner marshal requests and will not abandon their kart on the circuit, except in extenuating circumstances. Abandoned karts will be recovered by track officials.
7. If a Competitor is unable to continue during a session, they must not take off their helmets until that session has come off the race track. Competitors may remove any other safety equipment, if they wish to do so. A new kart may be provided when possible.

**K. Scale Procedure:**

1. Post-qualifying and post-race scale reading will be deemed final and official.

2. Every competitor must be weighed after each competitive event to earn the rewards of that event, whether it be qualifying, a heat, a pre-final, or a final.
3. Only officials may breach the scaling area as determined by the scale official or appropriate appointee. No intervention is allowed with drivers or their equipment unless it has been authorized by these officials.
4. Drivers not making weight may be asked to step aside and attempt to weigh in again after all others in the class have had a chance to do so. Drivers will only have two chances to weigh.
5. If the weight of a driver is not compliant with that of the class rules, the driver will receive a disqualification for the session.
6. Drivers may be allowed to drink (no more than 20 ounces) of water from a clear plastic bottle in the scaling line with the permission of the scale official. Any driver dumping water on their person or suit will have 2 pounds added to the minimum weight they must weigh for that session.
7. Drivers may NOT drop their weights on the scales. Doing so will result in an immediate disqualification from the session.

**L. Penalties:**

1. For the sake of transparency, the table listed below is a common list of penalties applied during an official race weekend. This table is not fully comprehensive and simply serves as a guide to allow Competitors to understand how penalties are applied. Competitors are reminded that in accordance with the provisions of USPKS Section 101.15, Officials may impose any penalty they deem necessary to meet the severity of a Competitor's actions.

Infraction	Expected Penalty
Incident Responsibility	1, 2, 3, 5 or 10 positions (Official's discretion)
Illegal Defensive Moves	1, 5 or 10 positions (Official's discretion)
Track limit violation	5 or 10 seconds
Unsportsmanlike Conduct	1, 5, 10 positions or DSQ from session or event
Passing Under Yellow	3 positions
Unsafe re-entry to track	10 seconds

2. These penalties apply to driver conduct, as well as personal conduct for anybody attending the event or representing a driver.

- a. Number of positions gained or lost as a result of contact.

- b. Number of positions gained/losses plus penalty positions as a result of contact.
  - c. Time penalty (i.e. +5 seconds for four wheels out of tram lanes)
  - d. Exclusion from a session (i.e. failure to meet minimum weight)
  - e. Exclusion from an event. (i.e. retaliatory contact)
  - f. Suspension for one or more events. (i.e. repeated driving offenses)
  - g. Removal from the Championship
- 3. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward.
  - a. Competitors may use **ONLY** their own video footage to protest a call and must provide their own device to race officials for viewing. Race officials reserve the right to call on any footage to review an incident.
- 4. Race officials will **ONLY** consider conversation relative to the one incident being called into question for a given protestor video review.
- 5. A penalty called may be rescinded using driver video, but a penalty not called will not be applied using video. Drivers requesting a protest on a non-call are not permitted to use video to implicate another driver.
  - a. The Race Director has authorization to utilize any and all video evidence in cases where extremely dangerous driving has occurred during a session, whether a penalty was called or not.

**M. Rule Hierarchy, in ascending order:**

- 1. Most current NKA Sporting Regulations
- 2. Touring Kart Championship 2023 Sporting Regulations (this document)
- 3. Driver's meeting announcements and rule clarifications are the supplemental rules to any event.
- 4. Race director's decision or clarification of any rule(s) during an event is priority over aforementioned rules structure.

**N. Points:**

- 1. The following points structure will apply for all Karting Challenge events in 2023:

Finish Position	Pre-Final A	Feature Race A
1	35	50
2	30	45
3	27	42
4	25	40
5	24	39

6	23	38
7	22	37
8	21	36
9	20	35
10	19	34

2. Group B and C points will be dependent on the number of participants in the race. The winner of Group B will receive the same number of points as the 2nd to last position in the Feature/Pre-Final Group A. The same pattern will repeat for 2nd place as well as the Group C points
3. A driver must register for at least 3 race events to be eligible for championship awards.
4. A Disqualification results in 0 points for the respective session/event.
5. The final championship classification will include a drop round for each driver's lowest points round.
6. Any tie in points (after drop rounds have been applied) will be settled going to the driver who has earned more wins, then more second place finishes, then more third place finishes, etc. until the tie is resolved. If there is still a tie, the driver earning more points in the last race of the season will win the tiebreaker.

**O. Pits and Paddock:**

1. Competitors' pit area must be found in the same condition when they leave as it was when they arrived. Garbage cans have been provided - please do not leave debris on the ground.
2. Leaving tarps, tent stakes, and/or heaps of trash will result in a \$200 fine. This fine must be paid before you can enter your next race or practice day with Touring Kart Championship
3. Please support a courteous setup and teardown area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.
4. Bicycles, scooters, skateboards, and other transportation vehicles are not permitted to be used by anyone under the age of 16 during an Event.

**P. Appeal/Protest Process**

1. Drivers must submit all appeals and protests through the protest ticket system on our Discord. Drivers have 1 hour after the end of the Grand Final to submit any protest/appeals tickets and deposits. Any tickets submitted after that point will not be accepted.
2. There will be a \$25 appeal/protest deposit. If you appeal/protest is confirmed by both the Race Director and Series Director.
3. Appeals for penalties given during a Pre-final will only be considered if the incident interferes with a driver from obtaining a spot in the Grand Final.

4. TKC Penalty Appeal/Protest Ticket System <https://discord.gg/hMXVQZJ4>

**Q. Last Chance Qualifier**

1. An LCQ may be awarded to the driver(s) who finishes in the top 1 or 2 positions in the B and C Finals.
2. The Race Director will notify the drivers during the driver briefing if there is an LCQ available for the event.