



2026 Time Attack Rules

Section 4: Competition Rules (Time Attack)

1. Format/Winning
 - a. Time Attack is about achieving the fastest lap by the end of the day's competitive sessions
 - b. Your result is your best single valid lap recorded by the timing system
 - c. Fastest valid lap per class wins; penalties/invalidations in Rule 12
 - d. In the event of a tie, resolved by whoever set their fastest valid lap first
2. Awards
 - a. All participants are given the current year's Time Attack sticker
 - b. Fastest valid lap in a given class gets a winner's sticker
3. Event Day Schedule
 - a. Registration: Available All Day
 - b. No Engines can be started before 9:00 AM
 - c. Drivers' Meeting: Not expected, but at Race Director's Discretion
 - d. Track goes hot at 9 AM, rotation determined by Race Director
 - e. Competition sessions continue until the last group in the rotation's session after 3 PM
 - f. Track will be open for practice until 7 PM, continuing the day's rotation schedule
4. Rotation (Guidance)
 - a. 4 main sessions in a cycle, session length determined by entries
 - i. Common Sessions: Kid, Cadet, 4-Stroke, 2-Stroke
 - ii. Session Length determined by entry count *in that group*:
 1. Less Than 5: 10 minutes
 2. 5 to 10: 15 minutes
 3. 10 to 20: 20 minutes
 4. 20+: 30 minutes
 - iii. A session will be shortened by about 2-3 minutes if needing to recover any karts
 - b. If a particular group has no entries or nobody is ready, the preceding and following sessions will absorb the time in roughly equal measure
5. Prices (per entry for Drivers)

a. Member, First Entry:	\$40
b. Member, Additional Entry:	\$10
c. Non-Member, First Entry:	\$80
d. Non-Member, Additional Entry:	\$20
e. Non- Driver Pit Pass:	\$15
f. Take Into Consideration... If you wish to run multiple classes, you are allowed to do so, but it's unlikely we will split a run group specifically for you.	

6. Timing
 - a. Transponder required to get valid lap times
 - b. Transponder must conform to the transponder mounting location as per Section "Competition Rules (Sprint)"
 - c. Timing system results are official; Race Director discretion is final
7. Entering/Exiting the Track
 - a. Racers may enter or exit the track at any point during their group's assigned session
 - i. In other words, you are not required to enter the track at the beginning of the session, and you can exit the track at any point during that session
 - b. Racers are expected to wait or queue for a safe gap to enter, similarly to a practice day.
 - c. During out-laps or in-laps, you should maintain pace to avoid impeding. See Penalties in Rule 14.
8. Classes
 - a. Conforms to PSGKA's Competition Sprint classes on age ranges and engines
9. Officials
 - a. Race Director + Grid
 - i. Handle parking early in the day
 - ii. Oversee and ensure that things are running smoothly
 - iii. Ensure anyone entering track has that day's pit pass band color
 - iv. Primary operator of the electronic flagging system
 - v. Inspection of incoming/outgoing karts for compliance
 - b. Registration + Pit Boss
 - i. Deal with registration at the registration window until start
 - ii. Take over parking once track sessions commence
 - iii. Handle later arrivals by signing them in, check for pit pass bands
- c. Scoring + Grid
 - i. Broadly watches the scoring system throughout the day
 - ii. Remains mobile and doesn't have to be sitting at scoring
 - iii. Act in support of the Race Director as needed
 - iv. Inspection of incoming/outgoing karts for compliance
10. Tires
 - a. Dry (slicks):
 - i. Cannot be New
 - ii. Must be the class tire compound listed on "Section 5: Classes and Specifications"
 - iii. Must be a combination of:
 1. Marked from a race day
 2. Serial numbers are on a race day tech sheet
 3. Sufficiently worn that they couldn't be considered near new
 - b. Wet: No restrictions
11. Weight
 - a. Not enforced (no scales)
12. Technical Inspection
 - a. **Stock Appearing** (*No-Tear-Down Tech*)
 - i. Karts must present as class-legal and stock-appearing under the current PSGKA/NWKA/NKA sprint rules for the entered class, as determined by visual inspection only
 - ii. Any modification that is visually non-compliant or notably outside normal class configuration will result in all prior laps all day to be invalidated, at Race Director's discretion
 - iii. Briggs LO206 classes are expected to have a legal engine seal.

13. Maximum Session Size
 - a. Maximum of 20 karts
 - b. At Race Director's discretion to split groups as appropriate
14. Penalties, includes but not limited to:
 - a. Use of hot-pit or any shortcut; Invalidation of prior *and* next lap time
 - b. Blocking/Swerving/Impeding; Invalidation of fastest lap time from day
 - c. Any contact; Invalidation of fastest lap time from that session
 - d. Dangerous or malicious driving; Invalidation of 3 fastest lap times from day, or removed from event (based on severity)
 - e. Penalties at Race Director's discretion
15. Track Records
 - a. This event is not eligible for any track records
16. Kid Karts: See Competition Rules (Sprint) Section
17. New Drivers: See Competition Rules (Sprint) Section
18. Flags: See Competition Rules (Sprint) Section
19. Raised Hand: See Competition Rules (Sprint) Section
20. Racecourse Restriction: See Competition Rules (Sprint) Section
21. Kart Flip: See Competition Rules (Sprint) Section