



2026 Rules

Contents

Version History	1
Section 1: General Club Rules	2
Section 2: General Track Rules	3
Section 3: Competition Rules (Sprint)	6
Section 4: Competition Rules (Time Attack)	13
Section 5: Classes and Specifications	15
Section 6: Flags	17

Version History

v1 (2/23/2026)

Initial copy of 2025 rules. Various format changes. Adjustments to classes/weights. Added TAG Cadet class back. Revised membership, race entry, and practice prices. Double-header tire rules added. Added Time Attack rules section.

v2 (2/28/2026)

Major formatting/visual overhaul. Old document was *very difficult* to edit because of many versions of Microsoft word applying formatting rules. A complete reassembly of the document so we get a fresh start. Stylized for branding purposes.

v3 (3/11/2026)

Fix to "Classes and Specifications" so it matches the NWKA rules as intended. Fix some smaller formatting mistakes.

v4 (3/12/2026)

Fix mistake in Section 3, Item 31c pertaining to the number of races, best of count, and minimum participation.

v5 (4/7/2026)

Rule change for safety. Addition of section 3, rule 16 for maximum lap time requirements and removal from event.

Section 1: General Club Rules

1. **Family Membership:** This includes the registered member and spouse or significant other, minor children and/or dependents enrolled full time in school. Members must be 18 years of age or older to be a voting member. Each membership is allowed one (1) vote. Annual family memberships expire each year on December 31st.
 - a. Family, Normal: \$300
 - b. Family, Senior: \$200
 - c. Family, Active Military: \$150
 - d. Family, Vintage: \$125
2. **Single Membership:** This includes only a single *driver*. The *member* and the *driver* can be the same person or different people. The *driver* specified during membership registration is the only one that gets the reduced practice/race rates. The *member* specified must be 18 years of age or older to be a voting member. Each membership is allowed one (1) vote. Annual single memberships expire each year on December 31st.
 - a. Single, Normal: \$250
 - b. Single, Senior: \$150
 - c. Single, Active Military: \$125
 - d. Single, Vintage: \$100
3. **Lifetime Membership:** There are no dues for members that have been a member for 20 consecutive years. These lifetime members must register annually to retain voting rights. Lifetime memberships are considered Family Membership.
4. **Dealer Membership:** Dealers who support drivers under the dealers' pit must purchase an annual membership and purchase pit passes. Vendors who provide only parts, fuel, tires, etc. to racers pay no dues/pit passes.
5. **Club Meetings:** General membership meetings are held on the third Tuesday of January through November. The annual meeting is the January meeting. All meetings start at 7:00 PM, and are online. In-person meetings are non-smoking meetings. A Board Member can cancel a club meeting with a majority vote if there are no agenda items.
6. **Revision of Club Rules:**
 - a. There will be no Competition Rule changes each year after the February meeting, the only exceptions being for safety.
 - b. Rules voted on in the January meeting will not be revisited during the February meeting.
 - c. PSGKA class specifications and weights inherited from NWKA at season commencement will also inherit any mid-season changes to follow NWKA class specification and weights. This does not apply to class specifications and weights which are intentionally diverged from NWKA.
7. **Race Calendar and Class Structure:** The race schedule and class structure will be set no later than the February meeting each year. This will include the number of races, the race dates, and the number of throwaways.
8. **Member Behavior:** Any PSGKA member found guilty of "Unsportsmanlike Conduct" by a vote of the Board (per the process detailed in the PSGKA Bylaws) will be suspended from PSGKA. The member must be given the chance to present their case to them before such a vote. Before the member can be reinstated, the case must be reviewed and approved by the membership.
9. **Club Purchases:** The purchasing power of the Board of Trustees shall be limited to \$2,500.00 per item, except for track insurance payments, taxes, and planned improvement projects, that have been presented to the membership for review/approval at a general or special meeting, or for a situation that a race would be canceled if the Board did not act.
10. **Conference Expenses:** Each of PSGKA's voting representatives to the Northwest Karting Conference will be entitled to an expense allowance determined by the Board of Trustees before the conference.

Section 2: General Track Rules

1. **Practice Schedule:**
 - a. Track days and hours of operation:
 - i. Monday & Tuesday: Track is closed
 - ii. Wed, Thurs: 10:30 AM - 7 PM
 - iii. Friday: 10:30 AM - 6 PM
 - iv. Saturday: 12 PM - 4 PM
 - v. Sunday: 10:30 AM - 6 PM
 - b. Evening closing times are as shown or at sunset, whichever is earlier.
 - c. These hours are not in effect on race days.
2. **Membership Requirement for Practice:** All drivers using the track must be a current PSGKA annual member or purchase a one-day PSGKA membership. Everyone must abide by all PSGKA rules.
 - a. **All non-club members must purchase a one-day membership in order to purchase a driver practice pass. A PSGKA annual club member must accompany the one-day member at the track during the practice time.** Any non-member using the track without purchasing a one-day membership will not be eligible for membership for at least 90 days (about 3 months). Club members who knowingly permit (host) a non-club member to use the track without purchasing a one-day membership will be suspended from the club for a minimum of 90 days (about 3 months). A maximum of 3 one-day memberships and practice passes can be purchased by a non-member driver in a calendar year.
3. **No Solo Practicing:** Drivers must have another person observing in the pits or on the track who can contact authorities in an emergency. This can be another driver.
4. **Pit Pass Wrist Bands:** Before entering the restricted areas of the facility (track and pits) during practice hours and at race events, individuals must complete all required insurance waivers and obtain a pit pass wristband. The wristband must be worn in the pits. Any PSGKA member in the pits without a pit pass wristband is subject to a 90-day suspension. The kart driver/pit crew manager is responsible for seeing that people associated with their pit crew each have a pit pass.
5. **Insurance Waivers for Minors:** Only parents or legal guardians may sign annual pit pass insurance waivers for their children under 18 years old; no other person may sign this document in lieu of the parent or legal guardian. Parents and/or guardians are responsible for the actions of their children.
6. **Race Day Fees:** These rates are split between members, non-members, and kid karts. No refunds of fees.
 - a. Member Driver
 - i. First Entry: \$80
 - ii. Additional Entries: \$65
 - b. Non-Member Driver
 - i. First Entry: \$100
 - ii. Additional Entries: \$80
 - c. Kid Kart Driver
 - i. All Entries: \$40
 - d. Non-Driver
 - i. Pit Pass (per person): \$15

7. **Practice Fees:** Rates are split between members and non-members, as well as Saturdays and all other days:

- a. Saturdays
 - i. Member Driver: \$15
 - ii. Non-Member Driver: \$50
 - iii. Non-Driver: \$15
 - iv. First Time Friend Driver: \$25
- b. All Other Days
 - i. Member Driver: \$20
 - ii. Non-Member Driver: \$60
 - iii. Non-Driver: \$15
 - iv. First-Time Friend Driver: \$30

8. **Kart Equipment Requirements:**

- a. All karts must be racing ready legal karts, including on practice days, per specifications in the 2026 NWKA and NKA Rules.
- b. **Air Boxes:** are required on all 2-cycle racing karts except CR125 karts, which may use air filters. CR125 karts must have an operational silencer of 3"x 12". All 4-Cycle karts must have a muffler.
- c. Additional requirements may apply to equipment used for competitions; refer to Section 3.

9. **Personal Safety Equipment Requirements:** All drivers must use the following personal safety equipment for practice and races:

- a. **Helmets:** Your helmet must be certified with one of the following SNELL or SFI ratings. DOT ratings are not sufficient. Update your helmet as needed. You can be rejected for a practice/race if your helmet does not conform.

Spec	Legal Until
Snell SA, K & M 2020	12/31/2030
Snell CMS 2016	12/20/2026
Snell CMR 2017	12/20/2026
Snell SA, K & M 2025	12/20/2035
SFI 24.1 2020 (Youth)	12/31/2030
SFI 31.1, 41.1 2020	12/31/2030
SFI 24.1 2025 (Youth)	12/31/2035
SFI 31.1, 41.1 2025	12/31/2035

Helmets must be secured with a strap. A full visor, integral with the helmet, is mandatory. Cameras may not be externally mounted to any helmet for on-track usage.

All helmets must be present at pre-tech for inspection and must be in OEM factory condition without any modifications or damage; any helmet with damage that has been deemed not usable by any official is not allowed for on-track usage.

- b. **Long Hair:** If a driver's hair extends below the helmet, the driver must wear a head sock or balaclava to prevent their hair from extending below the helmet.
- c. **Gloves:** Required.
- d. **Driver Clothing:** Jacket of heavy weight leather or approved heavy weight abrasion resistant nylon material and full-length pants to prevent or minimize abrasion or driving suits of one- or two-piece design constructed of heavy weight leather or approved heavy weight abrasion resistant nylon material.
- e. **Footwear:** Socks and high-top shoes are required.
- f. **Neck Collars:** Required. Optional for all Senior Classes.
- g. **Chest Protection:** All drivers in Kid Kart and Cadet Classes must wear chest protection with a Section 20.1 SFI Certification when on the track.

10. **Drip Pan and Fire Extinguisher:** are always mandatory in each pit, to be furnished by each participating driver.

11. **Restrictions on Use of Track:** No individual or group may use the track for non-PSGKA-sanctioned driving classes or similar activities that constrain the use of the track by other member drivers during practice hours; the penalty is suspension from PSGKA at the discretion of the Board. The PSGKA track is intended for members' use or for a non-commercial nature, i.e., non-member arrive and drive/pay to drive groups. However, recognized PSGKA dealers may demonstrate karts and instruct driving techniques during their business. PSGKA dealers must have a current club membership. Drivers are responsible for paying the track practice fees.
12. **Alcohol and Controlled/Illegal Substances:** There will be no consumption of alcoholic beverages, controlled substances, or illegal substances during the hours the track is open for karting.
13. **Handling Fuel, Oil, and Tires:** When emptying fuel or oil, it must be drained into a container and sealed. The container must be removed from the property. No fuel, oil, or tires are to be dumped on the track, the grounds, or in the dumpster.
14. **Pets:** Family pets are welcome at PSGKA; leash and good behavior required; clean up by the owner required.
15. **Other Wheeled Equipment:** There will be no riding skateboards, bikes, roller skates, healies, scooters, etc., allowed in the parking areas, pits, or on the track. The driver may be penalized points, time, or disqualified.
16. **Smoking/Vaping:** There will be no smoking or vaping in the pit area. Smoking/vaping is allowed in the designated Smoking/Vaping Area ONLY.
17. **Heaters:** Radiant heaters in the pits must be in a safe location on the ground, propane tank heaters must be secured in a container, away from any fuel.
18. **Kid Karts at Practice:** Kid Karts must not run with any other karts during races and on practice days. They must abide by all the NWKA Kid Kart rules. The first 15 minutes of every session during practice days will be allotted to the Kid Karts. Non-Kid Karts may use the track in the first 15 minutes of the session if there are no Kid Karts present, or by permission of the Kid Kart parent(s).
19. **Driving on the Track:**
 - a. Anyone driving a kart on the track without a driver's practice pass or race registration is subject to a 90-day suspension. If the kart has a registered driver, that driver is also subject to a 90-day suspension. This rule applies at races and on practice days.
 - b. The track entrance is from the South end of the pits and the track exit is at the center scale lane area of the pits. Karts going onto the track should be started only in the area near the track entrance. Drivers exiting the track must shut off their engines and stop their karts before passing the scale area. No driving is allowed in the pits, including practice days.
20. **Competition Age:** A driver's competition age is determined by the age that they will be on December 31st of that year. For example; A driver is 9 but will turn 10 in November. As their age on December 31st will be 10, that driver is considered to be 10 for that year, but can take advantage of the option year should they choose to do so. EXCEPTION: The absolute minimum age for on-track events is 5. The driver must have had their 5th birthday before being able to take to the track.
21. **Combining Classes:** The combining of classes at a PSGKA event is acceptable. Classes must be age and speed similar. All at the discretion of the Race Director.

Section 3: Competition Rules (Sprint)

1. **Race Director:** They shall oversee all details of the race event including; Dealer/Vendor and Race trailer parking on race days as allowed in designated areas only. Parking will be at the discretion of the Race Director. No tow vehicles shall be parked in the pit area after unloading. Once qualifying begins there are no vehicles allowed on the pavement until after the trophy ceremony. "Race and Run" shall park in the gravel. There can be extenuating circumstances wherein a tow vehicle will be allowed in the pit area during a race with the escort of the Race Director or personnel appointed by the Race Director. This will take place over the lunch break, if possible.
2. **EMT Requirement:** A physician, nurse, licensed EMT, or first aid and CPR certified person will be present at each race event, including race event practice days.
3. **Corner Workers:** Should be familiar with kart racing and serve at the discretion of the Race Director.
4. **Kid Karts:** Kid Kart drivers must be a minimum of 5 years old (attained age) to compete in races. Kid Karts must not run with any other karts during races. The Race Director will determine the section of the track used on race day. New and old Kid Kart engines will be allowed to run for any racing season. They will only run the spec 89 gear.
5. **Race Equipment:** In addition to the requirements listed in Section 2, the following requirements apply to equipment used for competition:
 - a. Any color number panel will be allowed at club races.
 - b. Each kart must have a transponder and mounted on the kart per NWKA rules, except the Kid Karts. Transponder # is to be written on the back of the tech card when handed to the pre-tech person. Transponders will be available for rent at the races.
 - c. Rotax engines must be compliant with the latest edition of the NWKA technical regulations.
 - d. All classes will run non-oxygenated fuel.
 - e. Tires used for qualifying time trials must be used for all heat and main races and can only be changed with permission from the Race Director. Damaged tires may be replaced like for like with permission from the Race Director. A track official or designee will mark tires.
 - f. **Required Slick Tires:** Specified in class chart in Section 4.
 - g. **Rain Tires:** Unrestricted – any manufactured treaded kart racing tire is allowed. Rain tires will be allowed at the driver's discretion. Drivers can switch between rain tires and approved slick tires. A track official or designee will mark the rain tires.
 - h. **Double-Header Race Weekend Tire Allocation:** Slick and rain tires will be restricted to a single set of each type for both race days.
 - i. In the event an entrant does not race on Saturday, they will be required to run their race tires for both practice sessions in their entirety on Sunday morning.
 - ii. If a Sunday-Only entrant misses a practice session without Race Director approval, starts in last place in first heat.
 - iii. Exception: The Rotax event at PSGKA (which runs on same days as club races) will be allowed to use their own ruleset relating to tire allocation.
 - i. The 2025 Briggs 206 specifications for clutches, spark plugs, and seals will be allowed throughout the 2026 club race season.

6. **Race Day Schedule:** These times are for a typical race day. They are subject to change by Race Officials.
Registration: 7:30 AM to 8:45 AM
Drivers Meeting: 8:45 AM to 9:00 AM
No Engines can be started before 9:00 AM
Practice Starts: 9:05 AM. There will be at least one practice session per class.
Qualifying Time Trials: Will follow practice and will consist of 5-minute sessions per class or group.
Racing Starts: After qualifying.
7. **Race Registration:** No kart will be allowed on the track until it has been registered and a tech sheet has been submitted. Failure to do so will result in disqualification.
8. **Late Registration:** Registration will close at 8:45 AM. Late registration will be accepted at the discretion of the Registrar. There will be a \$20 late fee.
9. **Returned Checks:** Checks not honored by the bank will be charged a \$50 processing fee and the driver will not be allowed to race until the funds have cleared.
10. **Drivers Meeting:** Drivers must be present at the drivers' meeting. Any driver not at the drivers meeting will start at the back of the pack for the first two heats.
11. **Priority of Rule Sets:** The following rules govern the PSGKA sprint races:
 - a. Local PSGKA rules take precedence, followed by;
 - b. NWKA Super Cup Regional rules followed by;
 - c. NKA Sprint rules.
12. **Technical Inspection:** All karts are subject to fuel inspection. The top three (3) finishing karts in each class may be subject to tech each race day, at the Race Director's discretion. If technical inspection of the top three karts is to occur, the items to be checked will be randomly selected from the list of 6 options.
13. **Race Format:** The race format will be 1 heat and 1 final. The heat will be 7 minutes in length plus 1 lap and the final 10 minutes in length plus 1 lap. Format is subject to change at the Race Director's discretion. Scoring will be based on NWKA Regional Points Program.
14. **New Drivers:** A contrasting colored X must be placed on the back of the helmet and kart at all times, including practice days.
15. **Flags:** All drivers are responsible for knowing and adhering to the flag signals described in Section 5; failure to obey a flag signal may subject the driver to penalties at the Race Director's discretion.
16. **Maximum Lap Time:** To participate in racing sessions, a driver must be able to demonstrate a lap time within 115% of the fastest lap time recorded for that driver's class or run group, as determined by race officials.
 - a. The required lap time may be demonstrated during any session on a previous or current race day.
 - b. The Head Flagger or Race Director has the discretion to determine whether a driver has satisfied this requirement.
 - c. If a driver is unable to satisfy this requirement by the end of qualifying, the driver may be excluded from racing sessions for that day. In such case, the entry fees may be reduced to a standard pit pass and appropriate refund issued.
17. **Raised Hand:** Drivers slowing or stopping on the track must raise their hand above their helmet. This must also be done when preparing to exit the track to the pit area.
18. **Combining Classes:** Classes may be combined at the discretion of the Race Director and the Registrar.
19. **Maximum Heat Size:** For safety reasons, a maximum of 28 karts will be allowed to run on the racetrack per heat. If there are more than 28 karts per class, a semi-main race will be run at the discretion of the Race Director.
20. **Race Starts:**
 - a. Starting positions for all classes will be based on qualifying time trials except by direction of the Race Director.

- b. Pole position shall set the pace at a reasonable speed per Head Flagger's discretion. If the pack leaders cannot pace themselves properly, allowing most of them to position themselves after two laps, the Head Flagger may move both front karts one row back.
 - c. There will be a maximum 90 seconds (about 1 and a half minutes) for a kart to leave the grid and join the starting pack. A kart may leave the pits following the green flag as directed by the Grid Coordinator.
 - d. If a kart drops out after leaving the grid in the parade laps, do not change position by crisscrossing. The back karts will move straight forward to fill the position. If a kart cannot make the grid, karts are crisscrossed. If your kart quits during the parade laps and you can push back to the pits before the green flag drops, you may restart. It is permissible for a kart to leave the pits at any time during the heat with the permission of the Grid Coordinator.
 - e. All kart classes except Kid Kart and shifters will have a rolling race start.
21. **Halted Races:** If a Red Flag occurs prior to the halfway point in a race, it will be restarted; restart positions will be in the same order as the last completed and scored lap prior to the Red Flag. If the Red Flag occurs at or after the halfway point, the race is complete, and the results will be based on the last completed and scored lap. Race restarts for disruption or accidents in the first lap will be at the discretion of the Head Flagger and Race Director.
22. **Immobile Karts:** Any driver that exits their kart for any reason during a race is done for that session and must quickly get themselves and their kart to a safe location. Drivers must wait until the end of the session before attempting kart retrieval or exiting to the scales. If a kart goes off track and keeps running and has sufficient tire traction to keep moving, the driver may re-enter the race if they do not create a hazard to other drivers. Corner workers may help all Kid Kart and Cadet drivers with running karts.
23. **Penalties:** The Race Director has the discretion to impose penalties (time, position, or disqualification) for driving infractions and unsportsmanlike driving. Examples of driving incidents that may be penalized include, but are not limited to:
- a. Breaking out of the starting lane prior to the green flag;

- b. Blocking (a driver will be considered to be blocking if they make more than one move off the preferred racing line on any given straight away; swerving or making erratic moves to intentionally prevent a following kart from passing is also considered to be blocking);
 - c. Contacting another kart that creates the opportunity for a pass;
 - d. Excessive side-by-side contact;
 - e. Contact from behind resulting in positions gained/lost;
 - f. Dangerous or malicious driving.
24. **Scales:** All karts with drivers must weigh in to check for minimum weight requirements at the end of qualifying, heat races and the main/final race. Driver and kart must remain motionless while being weighed. Drivers may be disqualified for that session for physically contacting anyone prior to entering the scale or for driving on the scales.
25. **Racecourse Restriction:** No one is allowed on the racecourse after the heat has started, except race officials. In the case of an accident, the race officials will give directions. Failure to abide by this rule may result in the disqualification/suspension of the drivers/crew members involved.
26. **Kart Flip:** Any kart that turns over will cause a Red Flag and the race will be stopped. The Driver cannot re-enter the race until he/she has been cleared by the track EMT. The Driver will re-enter the race at the back.
27. **Changing Frames:** A kart frame can be changed only if it is found to be unsafe and with the permission of the Race Director. Any driver changing frames without permission will be disqualified.
28. **Race Protests:** All protests must be in writing and presented to the Race Director by the driver within 30 minutes of the end of the race. The driver being protested will be informed of this protest at once. The Race Director's ruling on the protest may not be protested. Technical protests will be subject to a \$100 protest fee and be submitted by the protesting driver with a written protest to be considered by the Tech Official. If the protest is successful, the \$100 dollars will be refunded to the protesting driver. If the protest is unsuccessful, the \$100 dollars will be given to the protested driver.
29. **Awards:** Eligible drivers may receive an award. The top three finishers in each of the following classes will receive an award (excludes Kid Karts, where all entries will receive a participation award):
- a. Briggs LO206 Cadet
 - b. Briggs LO206 Junior
 - c. Briggs LO206 Senior
 - d. Briggs LO206 Masters
 - e. Briggs LO206 Grand Masters
 - f. NW60cc Cadet
 - g. NW100cc Junior
 - h. NW100cc Senior
 - i. TAG Cadet
 - j. TAG Junior
 - k. TAG Senior
 - l. TAG Heavy
 - m. Shifter
30. **Race Points:** Race event points are awarded to drivers --whether club members or not -- based on finishing order at the end of the final race for each class. Points are awarded per Section 3 32(g). Kid Karts are a non-competition class and no points are awarded.
31. **Track Records:** Any driver is eligible to hold a PSGKA track record. Only qualifying times at club races are considered for track records. No other series qualifying times will be considered. All track records will stand until broken or a change in the class or the track is made. Track record engines will receive a technical inspection. The driver must have competed

at least 2 times at PSGKA club event in the same class of the current club season to be eligible for the track record award. If they have not, they would still be acknowledged for the track record just not receiving an award.

32. Club Championship Points:

- a. Year-end championship points are awarded for the competition year beginning January 1st and ending December 31st of each year. Club Championship Points are awarded only to PSGKA members in good standing by June 1st of the competition year. No race, no points, and points may not be transferred from one class to another.
- b. In the event of a tie in the year-end point totals, the tie will be broken in favor of the driver who has the most wins. If the number of wins will not break the tie, the tie will be broken in favor of the driver with the most seconds, the most thirds, etc. Should there still be a tie, it will be broken in favor of the driver in the highest finishing position in the most recent points race in which either or both drivers participated.
- c. There are eight (8) scheduled club races; the best six (6) results determine the year-end championship total. The driver must enter at least four (4) races in the class to be eligible for year-end championship awards in that class.
- d. Only classes with an average of three or more member-in-good-standing entries per event are eligible for year-end championship awards. Up to three places will be awarded, except in the following situations: if a class has an average of 8-9 member-in-good-standing entries per event, four places will be awarded; if a class has an average of 10 or more member-in-good-standing entries per event, five places will be awarded.
- e. Trustees may authorize offering a trophy to the fourth-place finisher or to fourth and fifth place finishers when the number-of-entrants criteria has not been met for these levels. Fourth and fifth place finishers must otherwise be eligible for championship trophies. That is, candidates must have competed in the

minimum number of events and be club members in good standing. If the Trustees authorize offering additional trophies, they may offer them at a cost to the recipient or at no cost to the recipient. Typically, these trophies will only be offered at cost. However, there may be circumstances when the cost will be borne by the club. If trophies are authorized by the Trustees for both fourth and fifth place finishers, fifth place will only be offered once the fourth-place candidate has opted for their trophy.

- f. The PSGKA Board will designate the amount of the year-end championship trophy fund.

Item g (points) on next page

g. Points structure is as follows:

Finish	Points	Finish	Points	Finish	Points
1	200 + [# of Entries]	11	142 + [# of Entries]	21	113 + [# of Entries]
2	190 + [# of Entries]	12	139 + [# of Entries]	22	111 + [# of Entries]
3	180 + [# of Entries]	13	136 + [# of Entries]	23	109 + [# of Entries]
4	175 + [# of Entries]	14	133 + [# of Entries]	24	107 + [# of Entries]
5	170 + [# of Entries]	15	130 + [# of Entries]	25	105 + [# of Entries]
6	165 + [# of Entries]	16	127 + [# of Entries]	26	103 + [# of Entries]
7	160 + [# of Entries]	17	124 + [# of Entries]	27	101 + [# of Entries]
8	155 + [# of Entries]	18	121 + [# of Entries]	28	99 + [# of Entries]
9	150 + [# of Entries]	19	118 + [# of Entries]	29	97 + [# of Entries]
10	145 + [# of Entries]	20	115 + [# of Entries]	30	95 + [# of Entries]

All remaining finishers will receive [1 point less] + [# of Entries].

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

Section 5: Classes and Specifications

Class	Engine	Min Age	Min Weight	Carburetor/Slide/Restrictor	Tire Compound / size
Kid Kart (Non-Competition)	GXH50	5 [^]	150	Spec Gear 15/89	LeCont Option (red) CIK LOH 4.5 - 4.5
	GCH35			Local Option	
	Comer C50/51/52			Spec Gear 10/89	
	Briggs LO206			Kid Kart slide - Part #555728 4100rpm coil - Part #555725	
Briggs LO206 Cadet	Briggs LO206	7 [^] - 11	250	Blue Slide – Part# 555734	LeCont Option (red) CIK LOH 4.5 - 4.5
Briggs LO206 Junior		12-15	320	Stock (Black) Slide Part# 555590	LeCont Option (red) CIK LOH 4.5 - 6.0
Briggs LO206 Senior		16	360		
Briggs LO206 Masters		35*	390		
Briggs LO206 Grand Masters		50+	375		
NW100cc Junior	KA100	12-15	320	Refer to NWKA rule book	LeCont Option (red) CIK LOH 4.5 - 7.10
	X100		315		
	ROK VLR		310		
NW100cc Senior	ROK VLR	16	360		
	X100		360		
	KA100		370		
NW60cc	TM Mini	7 [^] - 12	255 ****	Refer to NWKA rule book	LeCont Option (red) CIK LOH 4.5 - 4.5
	IAME Mini Swift		245		
	Rok Mini		235		
	X60		235		
TAG Cadet	IAME Leopard 100cc	7 [^] -12	230 **	Refer to NWKA rule book	LeCont Option (red) CIK LOH 4.5 - 4.5
	Rotax Mini		265 **		
	X125T		245 **		
	X125WC		255 **		

* = Or 30-35 years old and driver weight is at least 200lbs

** = Weights for engine packages can be adjusted by PSGKA at any time

*** = Machine Honed to 24 mm

**** = rev limited to 14,000rpm

++ = The use of front brakes on TAG Heavy allowed

[^] = Attained age. Refer to our rule book for further clarification

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Class	Engine	Min Age	Min Weight	Slide/Restrictor	Tire Compound / size
TAG Junior	IAME Leopard	12-15	330 **	Refer to NWKA rule book	LeCont Option (red) CIK LOH 4.5 - 7.10
	IAME X30		330 **		
	PRD Fireball		310 **		
	PRD Galaxy		320 **		
	RoK GP		330 **		
	Rotax Jr.		315 **		
	X125T		330 **		
	SGM GT20		330 **		
	X125WC		330 **		
	RoK SV		330 **		
TAG Senior	IAME Leopard	16	355 **	Refer to NWKA rule book	LeCont LPM Prime (white) CIK LPM 4.5 - 7.10
	IAME X30		365 **		
	SGM GT20		370 **		
	PRD Fireball		325 **		
	PRD Galaxy		360 **		
	RoK GP		380 **		
	Rotax		370 **		
	X125T		370 **		
	X125WC		365 **		
	IAME Dragon		375 **		
RoK SV	380 **				
TAG Heavy ++	IAME Dragon	16	400 **	Refer to NWKA rule book	LeCont LPM Prime (white) CIK LPM 4.5 - 7.10
	IAME Leopard		385 **		
	IAME X30		380 **		
	SGM GT20		395 **		
	PRD Fireball		375 **		
	PRD Galaxy		385 **		
	RoK GP		410 **		
	Rotax		395 **		
	X125T		395 **		
	X125WC		385 **		
RoK SV	410 **				
Shifter	99 Super Stock CR125	16	395 **	Refer to NWKA rule book	LeCont LPM Prime (white) CIK LPM 4.5 - 7.10
	2000 Super Stock CR125		405 **		
	Stock TM Moto		405 **		
	Stock TMK9ES		405 **		
	1998 and prior homologation ICC		405 **		
	X125 Shifter		415 **		
	RoK Shifter		410 **		
	IAME X30 Shifter		420 **		
	Stock TM KZ10ES		420 **		
	Mod 125 CC Moto		420 **		
	2001 – 2007 homologation KZ/ICC		420 **		
	2013 to current homologation KZ		430 **		

* = Or 30-35 years old and driver weight is at least 200lbs
 ** = Weights for engine packages can be adjusted by PSGKA at any time
 *** = Machine Honed to 24 mm
 **** = rev limited to 14,000rpm
 ++ = The use of front brakes on TAG Heavy allowed
 ^ = Attained age. Refer to our rule book for further clarification

Section 6: Flags

Green Flag

The racetrack is clear for racing. A green flag is also waved to signal the start of a race.

Yellow Flag

There is a hazard ahead; proceed with caution. Slow down, exercise caution and be prepared to stop. Overtaking is not permitted (overtaking under yellow will incur a penalty).

Red Flag

The race has been halted and scoring paused. Slow to a safe stop and wait for instructions from race officials.

Yellow and Red Flags (at same time)

The race has been halted and will be restarted. Drivers must reform a pack for restart at a slow pace.

Black Flag

A rolled and pointed black flag is a warning to the driver about unsportsmanlike conduct. A displayed/waved black flag is a signal that the driver has been disqualified and must leave the racing surface immediately to the scales area.

Meatball Flag (black with orange ball)

The kart has a mechanical problem; the driver must exit the track to the scales area.

Blue (or Blue with Yellow Stripe) Flag

The driver is about to be overtaken by faster traffic; the driver must yield the racing line and allow the lapping kart(s) to pass safely and without difficulty.

Crossed Flags (X)

Race has reached half distance

White Flag

There is one lap remaining in the race.

Checkered Flag (black and white)

The race is complete. Slow to a moderate pace for exiting the track and proceed slowly to the scales area (drivers must raise hand above helmet before exiting the track).

Checkered and Black Flags (at same time)

The race is complete but under protest or penalty. Follow same instructions as checkered flag.