



## *2025 Rules and Regulations*

# Table of Contents

TCKC Representatives.....	3
Club Rules .....	4
Equipment Rules .....	7
Racing Rules.....	10
Championship Classes.....	15

# TCKC Representatives

Kirk Zielke	President/Board Member	2026
Keith Land	Vice President/Board Member	2025
Steve Clinton	Treasurer	2025
Don Miller	Co-Secretary	2025
Cherie Sonoda	Co-Secretary	2025
Tracy Appel	Board Member	2025
Caitlien Meyer	Board Member	2026
Shannon Reynolds	Board Member	2026
Brandy Strait	Board Member	2027
Jeff Wilcox	Board Member	2027
Mike Ibach	Board Member	2027
William Keck	Representative	2025
Mike McKinney	Representative	2025

***Terms and responsibilities of representatives listed  
expire on November 30<sup>th</sup> of the given year.***

## Spirit and Intent

No pretense is made of having designed a fool-proof set of rules and regulations. Karting is intended to be fun and enjoyable for the entire family. These rules provide a basis for fair and fun competition.

There have been attempts to test the rules by deviating from this intent. The Spirit and Intent of the rules is the standard by which karting will be guided. Event officials are authorized to decide if equipment change or design is an attempt to "beat" the rules. They can and will disqualify an entry in violation of the Spirit and Intent of these rules.

Officials or representatives shall have the right to correct conditions not in compliance with the Spirit and Intent of these regulations.

# 2025 CLUB RULES

1. It is the responsibility of all participants to be knowledgeable of the following TCKC rules and the 2025 **Northwest Karting Association (NWKA)** Rules and Regulations. Unless otherwise specified in these rules, all rules of from the NWKA rule set applies. NWKA Rules can be found at [NWKASupercup.com](http://NWKASupercup.com).
2. It is the responsibility of the participants to conduct themselves in a courteous and sportsman-like manner.
3. It is the responsibility of all participants to keep the track and facilities clean and pick up after themselves.
4. It is the responsibility of **ALL CLUB MEMBERS** to actively attend club meetings and work parties.
5. It is the responsibility of all participants to treat all TCKC personnel with respect. This includes but not limited to: Registration, Scale worker, Corner Workers, Flagger, Grid Steward. **Any harassment of these individuals may result in disqualification for the day as determined by the race director, and potential further action by the Board of Directors.** See penalties in section 16.
6. Events will be run rain or shine. The Race Director will not declare a Rain Race, but if a sudden downpour occurs the competitors will have 15 minutes to change their tires and setups for rain. Per Race Directors discretion, if the next group that is scheduled to run is ready, they will run while the previous group is changing their setups.
7. Karts must have an operating transponder attached to be scored at TCKC (see page 7).
8. Individual club race awards will be provided to top three in each championship division. All Kid Karts will receive an award. Non-members may race but will receive trophies only if they conform to all rules.
9. A Championship Class must have 3 drivers qualify as eligible to receive season ending trophies. A driver is considered eligible by racing a minimum of 6 races in that class, drivers must be club members and conform to all the class rules.
10. There will be nine (9) scheduled club point races for the 2025 race season with two (2) throwaways. Any disqualification cannot be used as one of the racer's throwaways.
11. **Scoring Tower and Flag stand Access: DO NOT ENTER SCORING TOWER OR FLAGSTAND AREA.** No one may enter the scoring tower or flag stand area during a race except the race officials and personnel. Violation of this rule by a driver or associate **WILL** result in the disqualification of the driver. **THIS RULE WILL BE STRICTLY ENFORCED.** Race results and points will be posted as quickly as practical.

12. Race/Practice day and pit pass fees will be as follows, participants are encouraged to register via Motorsportsreg.com, race day registrations are subject to a \$20 late fee.

**a) Race Event Fees:**

I) 1<sup>st</sup> Entry Fee

- \$80.00 for TCKC members - \$120.00 for Non-members

II) Additional entries

- \$50.00 for TCKC members - \$100.00 for Non-members

III) Pit Pass Armband

- \$10.00 Event Pass Both Saturday & Sunday (Everyone/Non Driver)

**b) Practice Day Fees**

I) Drivers Pass

- \$40.00 **Per Day** for TCKC members - \$60.00 **Per Day** for Non-members

II) Pit Pass

- \$ 10.00 **Per Weekend** (Everyone/Non Driver)

c) Single day practice track rental is \$400.00 per day (includes 2 drivers), plus \$125.00 for each additional driver (Maximum of 10 drivers total). A day is considered from 8:00am to 5:00pm. There is no partial day pricing. Track rental is only on scheduled closed days (when a board member is available). Requests for track rentals greater than 10 drivers need to be a formal request to the board with 30 days advanced notice of the rental date.

d) Facility lease for an Event is \$10,000 per day with an additional \$5,000 deposit. The additional \$5,000 deposit will be returned after the facility is verified to be in equal/better condition than when received by the lessee, any damages will be deducted from this amount. Alternate pricing must be approved by TCKC BOD.

13. Annual Tri City Kart Club membership dues will be as follows for Karts and Supermoto:

**a) Family membership dues (Same Household) - \$200.00**

**b) Single membership dues - \$150.00**

c) Memberships and Premium Pit Reservations must be procured via Motorsportsreg.com.

**14. Premium Pit Reservations:** Fees \$200 for inside spaces (Spots 5-30 and any preferred gravel spot) and \$350 for any oversized spaces (Spots 1-4, 31-34). Reservation holders cannot sublease their space, TCKC reserves the right to rent any premium pit spot if not being utilized by the reservation holder on a given club race weekend. (TCKC reps will use preregistration from Motorsportsreg.com and/or direct contact with holder to confirm pit spot is unused.) Single event rates for premium spots are \$40 & \$50 accordingly. (Double header weekends will be charged as two events.)

Reservation holders from 2024 will have until 7 days before the first club race to purchase their spot for 2025. 6 days prior to the first club race TCKC reps will begin assign spots for new holders starting with the waiting list. Reservation holders are responsible to report any damage or dangerous situations to a TCKC Representative. Pit areas must be cleared for non-club events; NWKA, SNS, SuperMoto, etc.

**15.** The practice of running engines at high rpm for extended periods will no longer be allowed in the pits, pre-grid or grid areas.

- a) No running on the stand is allowed outside of your pit, with the exception of shifters provided the **wheels are not in motion**.
- b) Running the engine in the pit area for maintenance purposes will only be permitted at modest rpm levels for limited periods of time.

**16. Penalties for Off Track Misconduct:**

**No consumption of alcohol on property when track is hot (practice and races). TCKC is a drug free zone, no illicit drugs are allowed on the property. Offenders are subject to discipline up to and including suspension.**

**Severe Penalties - Including theft of \$200.00 or more, fighting, vandalism to TCKC or Racer's Property, any form of Intoxication while Racing/Practicing**

- 1st Offense: 1 Year suspension, 1 Year Probation
- 2nd Offense: Lifetime Suspension

**Major Penalties - Including Underage Drinking/Drugs, Contributing to Underage Drinking/Drugs, Theft of less than \$200.00**

- 1st Offense: 1 Race Suspension, 1 Year Probation
- 2nd Offense: 1 Year Suspension, 1 Year Probation
- 3rd Offense: Lifetime Suspension

**Actions detrimental to TCKC - Including Extreme Language, Creating a Hostile Atmosphere, Anything that could be considered taking away from a "family" environment.**

- 1st Offense: 6 Month Probation
- 2nd Offense: 1 Race Suspension, 1 Year Probation
- 3rd Offense: 1 Year Suspension, 1 Year Probation

- 4th Offense: Lifetime Suspension

**Probation: Probation will be considered that anytime you are at the TCKC facility, you will conduct yourself in an orderly manner any time you are on and off the track. Any actions can be considered a violation of Probation with a minimum of a one race suspension up to a Lifetime Suspension.**

## **2025 EQUIPMENT RULES**

1. Numbers: Racing numbers will be issued at registration, if previously not assigned. Numbers and plain background number panels must be clean, readable and acceptable to the Chief Scorer. The Chief Scorer and/or the pit steward will inform you if your numbers are not readable. Four sets of numbers are required (front, back, and both sides).
2. The TCKC track is equipped with the AMB Mylaps electronic timing system. All drivers must have an AMB transponder (TranX 160, TranX 260, X2) to compete. **No allowance will be made for manual scoring.** It is the driver's responsibility to assure proper charging and mounting of the transponder. Mounting of the transponder as per NWKA rule **20.6.7.12**
3. Only engines sanctioned by **NWKA** and/or local rules may compete for awards. The officials of the Tri City Kart Club will maintain a list of approved engines. Weights shall be as per the approved club class listing. For the 2025 club race season Briggs silver seal with black wire tracer will be allowed.
4. **All karts will be required to run LeCont tires.**

<b>CLASS</b>	<b>TIRE</b>	<b>FRONT</b>	<b>REAR</b>
KID KART	LECONT RED	4.5/10-5	4.5/10-5
ALL CADET CLASSES	LECONT RED	4.5/10-5	4.5/10-5
JR, SR, MASTERS 206	LECONT RED	4.5/10-5	6.0/11-5
100CC and ROTAX	LECONT RED	4.5/10-5	7.10/11-5
SHIFTER	LECONT WHITE or RED	4.5/10-5	7.10/11-5

Rain tires are allowed at the discretion of the driver, in all classes. Any manufactured treaded kart racing tire is allowed. Tires used for qualifying must be used for all heats and mains. They can only be changed upon receiving permission from the tech director. Drivers should start the days racing with serviceable tires since failing tires from wear-out will be subject to a black flag as dangerous equipment and cannot be replaced. Damaged tires from racing accidents may be replaced on a like for like basis with permission from the tech director. Absolutely no tire treatments allowed.

5. **Driver Safety and Gear: All gear must be for karting – no car racing suits (nomex) will be allowed.**

- a) **Jackets:** Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials.
- b) **Pants:** Heavyweight leather, heavyweight denim, heavyweight vinyl material or approved heavyweight abrasion resistant nylon materials. All pant legs will be secured in such a manner to insure a closed pant to prevent clothing from catching on the kart.
- c) **Footwear:** Boots or high top shoes will be constructed of abrasion resistant materials. They will be constructed in a manner to cover the ankles and to prevent or minimize abrasions.
- d) **Neck Collar:** Must comply with current rules and must be worn by all Junior, Cadet, and Kid Kart drivers. (Highly recommended for all.)
- e) **Gloves:** All gloves will be made of heavyweight, abrasion resistant materials.
- f) **Head Gear:** Full coverage (full face) helmets designed for competitive motorsports use are mandatory and must comply with one of the following:

**Snell Foundation Specifications Legal Until**

- M or SA 2015 12/31/2025
- K, M or SA 2020 12/31/2030
- CMR or CMS 2016 12/31/2026

**Note: All models of Snell 2000, 2005 and 2007, 2010 helmets are no longer legal.**

**SFI Specifications Legal Until**

- SFI 24.1/2015 (Youth) 12/31/2025
- SFI 31.1 or 41.1/2015 12/31/2025
- SFI 24.1/2021 (Youth) 12/31/2030
- 31.1 or 41.1/2020 12/31/2030
- 24.1/2021 (Youth) 12/31/2031

**Note: BSI A-type and A/FR types are legal for 10 years after date of manufacture.**

Helmet must be in good condition and is subject to pre-race technical inspection. It may also be inspected if it is damaged in an accident\*. The driver is responsible for making sure that his or her helmet fits properly and is securely fastened before entering the racing surface. In the case of a minor, this is the parent or **guardian's** responsibility. Failure to properly secure the helmet before entering the racing surface may result in a disqualification.

- g) **Hair:** All long hair will be a safety tech item. Competitors with long hair will have to demonstrate a satisfactory method for retaining their hair. Simply tucking hair **into a driving** suit is not acceptable.
- h) **It is the responsibility of the parents/guardian of any drivers 13 years or younger to ensure that they are wearing a chest protector any time they are operating a kart at TCKC, NO EXCEPTIONS!!**



- 6. Weight and weight attachment as per NWKA 10.6.7.17** All Weight/Ballast must be white in color and be securely fastened to the kart. Fasteners must be a minimum of 5/16 or 8mm bolt. and shall be fastened to the kart with double nuts or a nut secured with a cotter pin or safety wire through a hole drilled in the bolt. Any ballast in excess of Ten (10) pounds must be secured with two 5/16 or 8mm bolts. When ballast is mounted directly to the seat, adequate reinforcement, such as large washers, will be used to prevent the bolt from pulling through the seat. Ballast will not be carried on the driver's person.
- 7.** Kid Karts adhere to NWKA rules section 20.8.2 (Comer 50/51, and Honda GX 35 not allowed.) Honda GX50 Hanson Racing sealed engines allowed. Motors must remain stock with no modifications allowed.
- 8.** Pre tech will be performed by the driver or parent/guardian in the case of a minor. The Pre-Tech Certification Sheet will be required to be completed and turned into tech director/representative before the kart qualifies on race day. Failure to do so will result in a penalty at the discretion of the race director.
- 9. Fuel Rule:** Fuel must contain no additives and be 100% gasoline in all classes, (and oil as required for 2 cycle engines). All fuel will be subject to Tech Inspection. Each competitor is allowed one courtesy fuel check. A list on non-ethanol fuels can be found on [www.pure-gas.org](http://www.pure-gas.org).

# 2025 RACE RULES

1. First time Junior and Cadet drivers are required to grid at the back of the pack for the first 3 full races, and Senior drivers for the first 2 full races. During the actual racing events, first time drivers may pass and move ahead during the race. A large **X** must be placed on the back of the driver's helmet to warn others they are a new driver. First time drivers must gain technical and driving experience prior to attempting to race by completing at least two days of practice in advance of their first race. On race day, first time drivers must display adequate control of the kart. The above discussion applies only to first time drivers, not seasoned drivers new to a different class.
2. At the Flaggers and Race Directors discretion, a driver may be warned, sanctioned and even prevented from racing if they display signs that they are a danger to themselves or other drivers. Typical dangerous maneuvers include but are not limited to: failure to hold a steady line, aggressive cutting off of another driver in a corner, excessive blocking of a faster kart and excessive bumping of a kart from behind.
3. Racing Day Schedule. Registration will be from **7:00am to 10:00am (2:00pm to 5:00pm for Night Races)** NO REGISTRATION WILL BE TAKEN AFTER DRIVERS MEETING.
4. **Practice** will begin at **8:00am/Day & 3:00pm/Night** for those who have registered. In the interest of safety, practice will be separated by classes, ages and speed as determined by the race director. The practice schedule and the track clock will be easy to read in the pits. If a kart becomes inoperable during a practice session, it is the drivers and their pit crew's responsibility to get the kart back to the pits in a safe and timely manner, such that the next practice session will not be delayed.  
  
The drivers meeting will start at approximately **10:20am/Day & 5:20pm/Night**.  
**Qualifying** will start as soon as the drivers meeting concludes and the tower is ready at approximately **11:00am/Day & 6:00pm/Night**.
5. At the track representative's discretion, classes with 4 karts or less may be combined with another class for qualifying and racing.

6. All Championship Classes (except Rotax) will have (1) 5 Minute Qualifying session. Some smaller classes may be combined for qualifying sessions. The Rotax Class will pea-pick for their starting heat race positions.
7. All classes (except Rotax) will run a timed 7 minute + 1 lap positioning heat race and a 10-minute + 1 lap main event, the latter being the points race. The first heat lineup will be based on the fastest qualifying time. The main will line up based on the finishing position of the heat. Rotax will run time (2) 6 minute + 1 lap heat race and a 10-minute +1 lap main event, the main being the championship points race. The first heat race will be based straight off the pea-pick, the 2nd heat race will be inverted off of the pea-pick. Positioning points will be awarded during each heat race which will determine the starting position for the main (reverse finishing points). All mains are heads-up, winner take all races.
8. Points are awarded based on the finishing positions of all drivers in the mains and will be per the table listed below. Points will only count towards the season championship for paid club members. No retroactive points will be awarded for membership payment received after the third club race. Any driver which is disqualified as determined by the race/tech directors will receive last place points and will be unable to drop the race for championship points.

### Number of entries

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	1
201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	1
	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	2
		158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	3
			144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	4
				135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	5
					126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	6
						117	118	119	120	121	122	123	124	125	126	127	128	129	130	7
							108	109	110	111	112	113	114	115	116	117	118	119	120	8
								99	100	101	102	103	104	105	106	107	108	109	110	9
									90	91	92	93	94	95	96	97	98	99	100	10
										86	87	88	89	90	91	92	93	94	95	11
											82	83	84	85	86	87	88	89	90	12
												78	79	80	81	82	83	84	85	13
													74	75	76	77	78	79	80	14
														70	71	72	73	74	75	15
															66	67	68	69	70	16
																62	63	64	65	17
																	58	59	60	18
																		54	55	19
																			50	20

Finish Position

9. **Grid exit:** When exiting the pit area, the driver shall check for on-coming traffic and exit only when the exit is clear and after receiving a signal from the pit steward when one is present. Kart should stay above the double white line until after the start finish line, then

they can merge when clear or in turn 1. For heats and races all karts must be on track to take the green, after the green has been thrown no karts may enter the track.

- 10. Starts:** Pole position shall set the pace at a reasonable speed per Flagman's discretion. If the pack leaders cannot pace themselves properly, allowing the majority of the pack to position themselves after two laps, at the starter's discretion, both of the front karts will be moved one row back. The pole driver should pay close attention to the acceleration cone/line to avoid restarts and loss of position.
- 11.** During parade laps track personnel or drivers may restart a kart. Any restarting must be timely and performed in a safe manner for all racers. Although it is the intention to try and start each heat as a pack, the flagman is not bound to wait excessively for inoperative karts to re-start or for excessively slow drivers to catch up to the rest of the drivers. The green flag may be thrown at the flagger's discretion.
- 12. Stopping on Course:** If a driver has a mechanical failure, they are to raise their hand(s), slow safely, and pull off the course with caution. They are to move their kart safely away from the established course, or assist the corner worker in doing so, and then move behind the nearest barrier protection. The driver is not to leave the protected area until instructed.
  - A. Disabled Karts** - Except for Kid Kart and Cadet classes (the only exceptions). On the first lap of an event, disabled karts drivers that can are encouraged to quickly get their karts back on track and restarted quickly and in a safe manner. After the first lap if the kart becomes disabled it is the drivers duty to quickly get themselves to safety and subsequently move their kart so that other drivers will not be harmed. A corner worker may help, but it is the driver's responsibility to complete these tasks. A driver who is out of the race must remain in a safe position (preferably with the corner workers), until the race is completed. Anyone pushing or pulling their kart back to the pits, or crossing the track during a race will be disqualified for the day. If the driver creates a hazardous situation in either of the above situations, he/she will be disqualified for the day.
  - B. Restarting of Karts** - Restarting of a kart during green conditions is allowed, unless otherwise instructed by officials. Karts involved in a yellow or red flag may restart unless they were previously stopped on course or their engine not running was the cause of the caution. An official may instruct you to shut off or abort a restart of the engine and exit the kart at their discretion.
- 13.** Restarts for disruption or accidents in the first lap will be at the discretion of the flagman and race director based on the particular circumstances of the event.
- 14.** If a kart drops out after leaving the grid during the parade lap, do not change positions by crisscrossing. Back karts will move forward. If a kart cannot make the grid, karts are to be crisscrossed at the staging area only.

15. Acceleration toward race speed shall be commenced only after the kart has completely cleared the grid area. Leave the grid area slowly and carefully.
16. When approaching the pit area, the driver must come to a complete stop and kill the engine prior to entering the pits or weigh-in scales.
17. A kart frame or engine can be only changed with the permission of the Technical Inspector. Any driver changing frames or engine without the permission of the Technical Inspector will be disqualified.
18. There will be no short tracking except at the direction of the corner worker.
19. No one is allowed on the racecourse after the event has been started except officials. In case of an accident, the race officials will give directions. Failure to abide by this rule will result in disqualification of the karts involved.
20. Anyone caught harassing the starter, timers, scorers, flagmen or any race official will be disqualified for the day by the race director.
21. Each competitor is responsible for the knowledge of, and adherence to the following flags signals:
  - a) **Green** - Displayed at the start of competition, or practice and kept visible as long as the track is clear for racing.
  - b) **Yellow** - Caution, be prepared to stop. Track partially blocked by an accident, emergency vehicles, or debris. Slow down, hold your position, and use caution. Do not pass on a yellow flag.
  - c) **Red** - Stop immediately. Raise your arm and stop without endangering other karts. The red flag will be displayed only at the start/finish line. Do not work on your kart, and wait for instructions from the officials.
  - d) **Yellow & Red** - Re-start. Drivers reform the pack for a re-start at a slow pace.
  - e) **Black** - If waving, safely enter the pits and scale, your race is over. If the black flag is rolled and pointed at you, this is a warning. You have been observed driving poorly or dangerously.
  - f) **Meatball** - (Black with orange ball) Stop at pits next lap, dangerous or mechanical problems.
  - g) **Blue** - The lapping driver is attempting to pass, give him consideration.
  - h) **White** - One lap of racing left.
  - i) **Checkered** - This is the flag that you have been racing to see. This means the race is over.
  - j) **Transponder** - (Black with Yellow Square) Transponder is not registering. Stop in the pits to correct the problem.
22. Everyone shall **WEAR** their Pit Passes while in the pits or driving. Any entrants' family,

friends or pit crews in the pits without a valid pit pass will result in that entrant's disqualification for the day. It is the responsibility of the entrant to be sure anyone in his/her pit area has a valid pit pass. Passes must be visibly displayed.

**23. A NO STAND** safety zone will be established along the starting gate and extending to the northern end of the covered grid, the purpose being to allow exiting drivers to better see oncoming traffic and to allow the pit steward better control of the gate.

**24. Penalties:** The race officials may impose the following penalties, or variations, that they see appropriate, as penalty for driving infractions or unsportsmanlike driving.

- Penalties for starting infractions: Breaking out of the starting lanes prior to the start signal and/or outside pole (2nd) beating pole (1st) to the start/finish line would be considered a penalty. The race director will assess penalties. The race director may assess time penalties and/ or position penalties and may assess a DQ penalty, based on the severity of the infraction(s). Typically, 2 wheels outside the lanes early will be a 2 second post-race penalty. All 4 wheels outside the lanes early will be a 5 second post-race penalty.
- Penalties for driving infractions: The race director will assess penalties based on the severity of the infraction. Loss of a given number of post-race positions. (i.e. 1, 3 or 5 positions) or a time penalty may also be assessed- post race. (i.e. 3 seconds, 5 seconds, 10 seconds). Blocking is considered to be an unsportsmanlike maneuver. 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 keep a trailing driver from passing will also be considered blocking. Blocking will be subject to post race penalties.

**25. Rules Protests:** For on track rules decisions only, judgement calls cannot be protested. All protests shall be in writing, dated and signed by the participant. All such protests shall be handed to the race director or proxy within 30 minutes following the race/event infraction occurred. If the protest is non-equipment or judgement call related, a \$100 protest deposit must be submitted with the written protest to be considered. If the protest is successful, the deposit will be returned. If the protest is unsuccessful, the deposit will be forfeited to TCKC.

**26. Equipment Protests:** If an individual believes someone in his/her class is using an illegal part or engine a written protest along with a \$200.00 protest deposit is required. Should the individual being protested pass a complete tech tear down the \$200.00 protest deposit shall be passed onto that individual for reassembly cost. Should the individual fail tech, the protester will receive the \$200.00 deposit back and the individual being protested will be disqualified and have to reassemble their equipment at his/her own cost.

**27. Claim Rules:** TCKC does not follow NWKA clam rules for club races.

- 28.** The race director, consulting with at least 2 officials shall have the final word on any grievance. **Any official with the need to discuss a problem with a Junior or Cadet driver must be sure that the Junior or Cadet driver's parent or guardian is present for the entire discussion.**
- 29. NOTICE** - These rules apply to race days **AND** open practice days.



## 2025 CHAMPIONSHIP CLASSES

4 Cycle	Tire	Age	Engine	Weight	Notes
Kid Kart	LeCont Red	5* - 8	Honda GXH50 B&S 206	160 Honda 200 Kid and Cadet Chassis Briggs	Per NWKA
Cadet	LeCont Red	7* - 12	B&S 206	250	Blue Slide #555734
Junior 206	LeCont Red	11* - 16	B&S 206	320	
Senior 206	LeCont Red	15*+	B&S 206	360	
Masters 206	LeCont Red	35+ or 200lbs	B&S 206	390	

2 Cycle	Tire	Age	Engine	Weight	Notes
Cadet 60cc	LeCont Red	7* - 12	Swift/Mini Rok/X60/TM60	245/245/235/255	per homologation
Junior 100cc	LeCont Red	11* - 16	KA/VLR/X100	320/315/315	per homologation/NWKA Supplemental Rules
Senior 100cc	LeCont Red	15*+	KA/VLR/X100	370/360/360	per homologation/NWKA Supplemental Rules
Senior Rotax	LeCont Red	15*+	Rotax	385	per Rotax
Shifter Medium	LeCont Red/White	15*+	per NWKA	per Shifter Light (+15lbs), excluding Honda 99.	per NWKA

\*\*\*Subject to Change

### Age Definitions

Racing Age; determined by driver's age on December 31st, 2025.  
(Example: Driver is 12 and turns 13 on December 25th, their racing age is 13.)

\* Attained Age; driver's actual age on the day of the event not their racing age.

Driver's may apply for an age waiver with TCKC Board of Directors, TCKC will consult NKA (Insurance) and render decision.

***TCKC will NOT turn any racer away as long as your kart meets safety requirements. If you do not have a kart that matches one of our classes, we will find the most appropriate class for you to run with.***