



Track



Specifications

Preamble: The intent of the following specifications is to provide safe recreation and competition. Compliance with these specifications does not bind the TAG™ Racing International to accept any or all applications for membership. Obvious and/or unusual combinations of these specifications used to circumvent their intent will be cause for rejection.

TRACK SURFACE: The track should be asphalt or concrete (2 inch) laid on a well-graded surface of durable non-skid material. The track must be free of holes, rough spots, and loose particles. Gravel surfaces are not permitted.

TRACK SURFACE-Speedway Dirt Oval Courses: The track surface shall be of racing clay graded to a flat surface free of holes and ridges. Care should be taken to maintain the surface throughout the duration of the speedway event.

TRACK DESIGN & LAYOUT: Both oval and road-type courses are eligible; however, the road type track design is strongly recommended. Each type must be constructed and maintained to allow for operation of karts and adequate spectator protection. Specifications are as follows:

TRACK SPECIFICATIONS

Speedway Dirt Oval Courses

A. Track Length

1. Minimum – 1/12 Mile
2. Maximum – 1/4 Mile

Note: TAG Racing International recommends for national competition a track of 1/8 to 1/4 mile to be used.

3. Measurement of track length shall always be measured on the inside edge of the racing surface and shall continue around the track on the same edge.

B. Straightaway Length

1. Minimum – 110 feet
2. Maximum – 330 feet

C. Track Width

1. Straights minimum acceptable widths:

Track Length:

- 1/12 Mile = 24 feet
- 1/10 Mile = 25 feet
- 1/8 Mile = 25 feet
- 1/5 Mile = 30 feet
- 1/4 Mile = 35 feet

2. Turn Widths:

Turns should be enlarged to a minimum of 5 feet wider than the minimum straightaway width.

TRACK SURFACE & PREPARATIONS: TAG™ Racing International realizes that throughout the country track surface compositions will vary and because of these variations track preparations differ. It is recommended that each track establish and maintain a set procedure for maintaining the racing surface. This will ensure that each competitor will receive fair and equal treatment. A good dirt-racing surface requires preparation and equipment to work it into a surface that will last throughout the event.

SPRINT COURSE:

A. TRACK LENGTH:

1. Minimum: 1/5 Mile
2. Maximum: 1 Mile
3. 1/2 mile is a popular track length.
4. Measurements will always be made on the inside edge of the track and will continue on the same edge

B. STRAIGHTAWAY LENGTH

1. Minimum: None
Maximum: 900 feet. Straightaway length in excess of 350 feet requires inspection prior to construction, and escape area.

The maximum straightaway on a given course must always be preceded by a turn of 90 or more degrees.

- C. TRACK WIDTH: 20-foot minimum and 36 foot maximum. The entire course must be the same width all the way around, except on turns of 90 degrees or more where the inside is 15 feet or less. In these cases, an additional 5 feet is acceptable.

WIDTH EXCEPTION – Oval & Road Courses: For long distance races necessitating pit stops, it is permissible to have adjacent to a straightway an extended width to accommodate such activity. This area must be of such a width so that pit activity takes place a recommended minimum distance of 20 feet from the nearest edge of the track. The minimum acceptable distance is 12 feet. Tracks constructed after June 1, 1960 must obtain written approval if the distance in this area will be less than 20 feet.

TRACK PITCH: Measured across the width of the track the maximum pitch permitted is 2 degrees except on turns where the track may be banked a maximum of 1 inch per foot of track width. Minimum pitch is 0 (zero) degrees. Pitch when used must always be from the inside to the outside of the track surface. Flat tracks with no banked turns are strongly recommended.

TURNS: Radius maximum is unlimited. The minimum inside radius is 10 feet. The minimum inside radius allowed for an oval course is 35 feet. Each road course must have one of the following: (1) A turn with an inside radius of between 10 and 5 feet with a change of direction between 160 and 180 degrees, or, (2) Two turns with an inside radius of 15 feet and a change of direction of 120 degrees or more separated by a distance of not greater than 100 feet. The minimum radius permitted in the first turn after the starting line is 35 feet with a change of direction of not greater than 90 degrees. It is recommended that either of these options be so placed as to precede

the Start/Finish line by a distance no greater than 250 feet and no less than 150 feet.

On all straight-aways exceeding 200 feet the inside radius of the turn at the end of the straightaway shall be no less than on tenth of the straight length on turns over 135 degrees, one fifteenth on turn 91 or 134 degrees and no less than on twentieth on turns 90 degrees or less.

Minimum of five turns required on road course with one turn for every 200 feet of total track length. Sixty degrees change of direction is minimum to qualify as turn.

The turn at the end of the longest straightway if it exceeds 30 feet shall have an inside radius half the number of degrees, 45 foot radius; 120 degrees, 60 foot radius.

OPPOSING SECTIONS: A minimum of 25 feet must be maintained between sections of the course where karts are traveling in opposite directions except where such sections are no longer than 45 feet AND precede and follow a turn. In such a case the minimum distance between opposing sections can be 20 feet. Example: Two straights 45 feet or less long joined by 10 foot radius 180 degrees turn. (Tracks constructed after June 1, 1960, should allow a 40 foot safety area for hay bale protection.)

GRADE: A maximum of 10 percent is permitted but any grade will reduce the maximum straight length permissible by 3 percent for each percent of total grade when said grade exceeds 5 percent.

PIT - ENTRANCE AND EXIT:

WIDTH: minimum 10 feet, not more than 20 feet.

LOCATION: The pit entrance and exit must enter and leave the course at points out of the normal running path and at the slowest portion of the track that is practical. *A chicane (using cones) is needed if entrance/exit is off the straight.* Pit entrance and exits must always be on the outside of the turn.

TURN: The entrance between the course and pit are must contain a turn having an inside radius of not more than 15 feet, a minimum change of direction (degrees) of 90 degrees, and a maximum pitch (bank) of 2 degrees.

SAFETY APRON: A minimum safety area 35 feet wide should be maintained around the entire track on all sides except in areas where the track is parallel to the perimeter area in which case the safety apron may be reduced to twenty feet. Tracks with less than a 35 foot safety apron will require personal inspection and although slight variance will be considered, the competition kart classes permitted on the track may be restricted.

This area must be free of ditches, holes, trees, and all other obstacles and must be graded flat with the exception of a one degree maximum for drainage. Where natural land areas lend themselves to it, a maximum positive grade of 10 degrees is permitted; however, it must blend at junction of the track with a smooth shallow radius. The surrounding area should also be graded flush with the edges of the track and preferable seeded or paved. Dusty conditions are not acceptable.

Necessary timing, official stands, and/or safety equipment should be placed at a safe distance off the course (minimum 10 feet) and protected by hay bales placed two feet away from and around the obstacle. Other than this protective measure, no hay bales, railing, walls, tires, pylons, etc., will be permitted in the safety apron except where a fence is within fifty feet of the outside of a turn, hay bales shall be placed two feet from the fence.

PIT AREA:

1. If a paved track is used, this area should also be paved. High dust conditions are not acceptable.
2. An area of 8 feet by 10 feet per kart is recommended (4 feet by 5 feet minimum). Over crowded conditions are not permitted. Each kart and its equipment shall be restricted to these confines while in the pit area.
3. An area should be provided so that pit personnel do not stand in the pit lanes or kart areas during an event.
4. A line of such a nature has to be clearly visible to each driver, must be drawn across the pit entrance and/or exit. A driver upon entering the pit area must stop at this line, turn engine (or engines) off and push his kart to its respective position in the pit area. A driver upon leaving the pit area must push his kart to this line before starting the engine or engines. There will be no exception to this rule.
5. One driver and two pit personnel, or a total of three persons per kart is the maximum number of persons per kart in the pit area.
6. As differentiated from the pit area where karts are kept between events, a working pit area is permitted parallel to the track proper, where karts are serviced during long distance events. It is recommended that entrance to this area be on a strip not less than 10 feet wide, with a minimum change of direction of two 45 degree turns, and a maximum inside radius of 15 feet. Each kart in such an event using this type pit area must have a pit (recommended size 8 feet by 10 feet) parallel to the racing strip. The storage of equipment for this pit shall be behind it (opposite side from the track).

FENCING: The entire outside of the safety apron around the track proper must be fenced by a 4 foot high fence with posts on 10 foot 0 inch centers (maximum centers acceptable: 12 feet). Posts should always be on the outside of the fence. Snow fence with a 2 inch lath spacing and/or galvanized welded fabric type fence with 16 ga., 2 x 2-5/8 inch mesh is acceptable. Chain link fence 9 ga., 2 inch mesh is recommended. 16 ga., minimum wire size is required and 4 inch opening is the maximum permitted. A solid wood fence is also acceptable. Other types of fencing will require personal inspection.

The entire pit area must be enclosed and separated from the track and spectator areas by a fence of the type specified above.

SPECTATOR AREAS:

1. A safe area for spectators, parking, concessions, etc., must be provided and separated from the track and pit areas by a fence as described.
2. Spectator bleachers, or stands, if any, must be safely constructed and erected under A.S.A. Code A20. "Standards for Places of Outdoor Assembly, Grandstand, and Tents."
3. Uniformed and/or easily identified ushers or attendants must be on duty to control spectators, parking, etc.

LIGHTING: If track is to be used for night events: The general track lighting should be adequate and so designed for good visibility on the part of the drivers as well as spectators. A minimum candlepower of 20 foot candles is recommended. Location should be such that glare in the drivers eyes is reduced to a minimum. The base of poles should be on the outside of the fence. Exception: Where necessary for adequate lighting, base of poles are located a minimum distance of 20 feet from the tracks surface and protected by hay bales to a height of 42 inches from the ground and 2 feet from the pole.

FOR FURTHER INFORMATION:

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DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guaranty against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final