



Cascade Dirt Classic Series
Rules 2019

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Cascade Karting Association Officers

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Membership

The Cascade Karting Association – 2019 Season Rule Book rules will apply under all circumstances. It is the responsibility of all drivers and their crew members to be knowledgeable of the rules.

CKA Membership: Annual Fees: **\$30** adult class drivers, **\$25** for kid class drivers (up to Jr II classes), and **\$10** for all non-drivers. **Driver must be paid member prior to registering in order to be eligible for points and season end trophy and awards.** Your membership is good for the remainder of the calendar year from the date membership is paid for. Membership includes the right to vote on issues presented to the Members if you are present at a meeting concerning an issue being voted on. Meetings are held monthly unless otherwise notified by email and/or the club forum.

Make checks payable to Cascade Karting Association (CKA)

NSF Checks: All returned checks are subject to a \$50 service fee. All persons writing NSF checks to CKA will be subject to the fee and will be notified before the next race so there will be no surprises at the track. It will be up to the Treasure's discretion if remaining on cash only basis.

General Rules

Numbers: Numbers must be highly visible. Numbers must be legible at the start of each race on the **front, rear** and **both** sides of the kart. All numbers in each class are allocated giving the previous year's drivers the first option to reuse a number. Other drivers are allocated the available numbers on a first come basis. **If your numbers are not legible you may not be scored.**

Points

- All drivers taking the initial green flag of that race will receive position points.
- Drivers DQ'ed or black flagged for rough driving will receive 0 points for the event (heat or main).
- The "yellow flag" limit (2nd yellow in heat and 3rd yellow in main event you're out), you will be flagged to leave the track and receive position points based on when you were asked to leave the track.
- Adult Classes - Once you enter the track racing surface, if you need a restart you will be allowed one restart per heat/main race. **No restarts in the CKA UAS Class.**
- All vehicles must be raced by their registered drivers to receive points. There will be no relief drivers.
- You may change karts or engines with the approval of the Technical Director and you must start in the back of the next race. All equipment used in qualifying and for heat races is subject to post-race inspection. If any part fails post-race inspection, the driver is disqualified for the event.
- Disqualification: In the event the driver is disqualified from that event for unsportsman-like conduct on or off the track, he may Not use that event as a throw away race.
- If a driver is disqualified for improper driving, post-race engine infractions, oil or fuel tech or at the scales in port tech, he may NOT use that event as a throw away race.
- If a driver is disqualified for a mechanical failure on the track, he may use that as a throw away race.

Scoring Method

The following point method will be used for calculating season points in all divisions

Finish	Points	Finish	Points	Finish	Points	Finish	Points	Finish	Points
1 st	180	7 th	146	13 th	124	19 th	106	25 th	88
2 nd	170	8 th	142	14 th	121	20 th	103	26 th	85
3 rd	165	9 th	138	15 th	118	21 st	100	27 th	82
4 th	160	10 th	134	16 th	115	22 nd	97	28 th	79
5 th	155	11 th	130	17 th	112	23 rd	94	29 th	76
6 th	150	12 th	127	18 th	109	24 th	91	30 th	73
Positions 31 and lower receive 70 points									

Season End Awards: Drivers must be a paid member of CKA to be eligible for points and season end trophy and awards. Your best races count toward your season end points total –lowest two points will be dropped if 6 or more events are scheduled. In the event of a tie in points at the end of the season, the driver with the most main event wins will receive the higher finishing position. In the event the two drivers have tied on main event wins, then it will go to the driver with the most second place finishes, etc. until the tie is broken.

Drivers Age and Classes:

Kid Kart (Age 5 – 8): Must be age 5 to start racing.

JR I (Age 8 – 12); JR II (Age 12 – 15); Adult (Age 15 +); Sportsman (15+); CKA UAS (Age 16 +): A driver's age on January 1st will determine their age for the calendar year. On your birthday you may choose to continue in the class you are racing until the end of the season or move up to the next age group. A certified birth certificate may be required as proof of age. Experienced drivers may move to a different age class before reaching the minimum age of the class by petitioning the majority of the Board & Officers. The driver must be able to demonstrate the required skills to enter a class and may be requested to do so. If the skills do not meet the class standard of the participants to race in a class, you may be asked to stay in the class you are trying to move up from; or race in slower or less crowded class for safety purposes.

***NOTE: Once the driver moves to the higher age group, they can no longer race in the lower age group (unless requested by the Board & Officers to move down for safety). During the race season, if a driver moves up, any points they have earned in the lower class do not move up with them.

Driver Class, Age, Weight & Specs Chart

Class	AGE	WT	Specs
Kids Kart	5-8	---	Anything safe and slow – low horsepower 4 cycle engines are recommended
Junior I - 2 cycle	8-12	235#	IKF Yamaha KT100S (WA55, SSX 4 hole muffler) (pump gas & oil only)
Junior I – 4 cycle	8-12	265# 275# 255#	IKF Briggs Flathead (IKF .425 blue coned restrictor) (pump gas or methanol) IKF Stock Animal (IKF .250 black 3 hole restrictor) (pump gas or methanol) Briggs LO206 (red slide PIN 555733) (pump gas only) Burris tires only, no prep – See supplement A for entire rules
Junior II - 2 cycle	12-15	310#	IKF Yamaha KT100S (SSX 4 hole muffler, no rest) (pump gas & oil only)
Junior II - 4 Cycle	12-15	300# 320# 300#	IKF Briggs Flathead (IKF red .500” restrictor) (pump gas or methanol) IKF Stock Animal (IKF gold .312 3 hole restrictor) (pump gas or methanol) Briggs LO206 (blue slide PIN 555734) (pump gas only) Burris tires only, no prep – See supplement A for entire rules
Adult - Stock Animal	15 +	340# 360#	IKF Briggs Flathead (gasoline or methanol) IKF Stock Animal (gasoline or methanol)
Briggs LO206	15+	380#	(pump gas only) Burris tires only, no prep – See Briggs 2018 206 Engine Class Regulations
Adult - Yamaha Light	15 +	330#	IKF Yamaha KT100S (gasoline & oil only)
Adult - Yamaha Heavy	15 +	370#	IKF Yamaha KT100S (gasoline & oil only)
Sportsman	15+	See next column	Two Stroke: 105 cc max <ul style="list-style-type: none"> • Piston Port: 340# minimum • Rotary / Reed: 370# minimum Two Stroke: 116 cc max <ul style="list-style-type: none"> • 415# minimum Four Stroke: 250 cc max <ul style="list-style-type: none"> • Overhead valve pushrod: 212 cc max; 340# minimum • Overhead valve pushrod: 250 cc max; 370# minimum Single cylinder Air cooled Gasoline only Open tires No gear box No MX engines No rotary / Reed engines after 1998 Chassis and body work must conform to general rules. Competitors must declare their weight and display it next to their front number in such a manner that the scale person can easily see it before your 1st heat or you will be DQ (a strip of masking tape & marker is ok)

<p>Stock Predator</p>	<p>15+</p>	<p>375#</p>	<p>“Claimer Class” If your engine is claimed by another competitor, you must remove your engine and give it to the class representative, minus any non-claim parts. No arguments, foul language, and/or threats to anyone will be tolerated. If you cannot or will not abide by these rules, do not enter a kart in this class. Failure to surrender an engine when claimed will result in a loss of the current season’s points up to and including the date of the claim. If you refuse a claim, you can no longer race in the class. Promoter has the option to buy motor at any time.</p> <p>ANY Predator 6.5hp 212cc base engine whether hemi and non-hemi models.</p> <p>Cylinder heads may NOT be interchanged between hemi and non-hemi models.</p> <p>Engine must utilize the stock air filter.</p> <p>The Low Oil Sensor switch may be removed or electronically disconnected.</p> <p>The governor assembly may be removed in its entirety, and if removed the block hole must be plugged.</p> <p>Stock exhaust must be used and may not be altered in any way.</p> <p>Exhaust system must be located within the confines of the kart.</p> <p>Engine Fuel Tank must be located in the stock position. Fuel strainer may be trimmed, original fuel line must remain.</p> <p>All altered fuel caps require a rollover valve.</p> <p>Gasoline only, no race fuel/ or additives.</p> <p>The stock flywheel may not be lightened or altered in any way, it must remain factory OEM stock</p> <p>Timing key must be stock, unaltered.</p> <p>A flywheel must be replaced if damaged, however, the engine must always utilize a stock flywheel of the same style and manufacturer of that which was original for that engine, with a stock timing key.</p> <p><u>All items other than the ones specifically mentioned are to be stock OEM parts in OEM locations.</u></p> <p>Any size clutch may be used. Shoe/drum, style or disc clutch.</p> <p>This is an “open” tire class. Any tire used for kart racing is allowed. No yard kart turf tires.</p> <p>The class representative may choose to do a tear-down of an engine to ensure legality after the days races are finished for that kart. Engine owner must surrender his/her engine for tech. Tech is performed to ensure no illegal parts are in or on the engine.</p> <p><u>Claiming and Engine</u> – Claim fee is \$130</p> <p>Essentially, the “claim” made on an engine contains only the parts which were on the engine when it was originally purchased, with the exception of the removed governor.</p> <p>Anyone actively participating in the current race may claim an engine, regardless of the position of the racer starts or finishes in. Racer must at least start the race in which the claimed engine is racing, even if they received a DNF score.</p> <p>Claims must be made in writing to the pit boss within 15 minutes after the race including payment.</p> <p>In the event of a claim on an engine motor mount, clutch, chain guard, and aftermarket throttle linkage are considered non-engine add-on’s, and are not part of the claim.</p>
<p>CKA UAS</p>	<p>16+</p>	<p>cc/wt</p>	<p>Refer to UAS current rules Local age rule is 16 years and older.</p>

*** ALL CLASSES (with the exception of the CKA UAS): NO FUEL ENHANCING ADDITIVES – (Oxygenating or nitro based additives not allowed) ***

Kart Chassis General Kart Specifications

Hubs: Nuts securing front or rear wheel hubs shall be secured by safety wire, cotter key, circlip or snap ring.

Brakes: All parts of the brake system must be racing quality. The entire brake system must be safety wired, cotter pinned or secured by circlip or snap ring. Brakes can be hydraulic or manual. Any cable used as an actuator in a brake system shall have a minimum diameter of 0.071". Cable actuated hydraulic systems shall have two separate such cables. **Brake rotor guard or "wolf plate" is required between the seat and the brake rotor. The rotor guard or wolf plate must be mounted to the frame or caliper (NOT to the seat).** Brakes must be in working order at the start of each race.

Wheel Weights: Tape-on wheel balancing weights shall be securely fastened. Clip on type weights are not allowed. Maximum weight of any one weight shall be ¼ ounce.

Throttle: All karts shall be equipped with a minimum of two return springs, which shall close throttle when pedal is released.

Fuel Tanks: All tanks shall be securely affixed to kart.

Fuel Lines: Shall be safety wrapped at all connections including the carburetor.

4 Cycle Exhaust: Must be safety wired as per the general 4 cycle engine rules.

2 Cycle Third Bearing: All 2-cycle engines running an engine clutch must have a 3rd bearing support or clutch containment made of metal material no thinner than 0.100". At least one of the 3rd bearing support bolts must be safety wired.

2 Cycle Exhaust: All 2 cycle exhaust must have a minimum can diameter of 3½".

Steering: Only race quality rod ends may be used. No stamped rod ends. All steering components must be safety wired or cotter pinned.

Frame: Shall be of safe design, void of defects that would impair the safety of the kart. Particular attention should be given to all welds.

Bumpers: Rear bumpers are required on all karts. Non-wedge karts' rear bumper shall adequately extend on each side to cover a minimum of center to center of the rear tires, but not beyond the maximum width of bodywork. Front bumpers must be at least 7¾" high and the lowest rear bumper cross member must be no higher than 7½". Side nerf bars must be at least 24" long.

Bodywork: Must be constructed of fiberglass, plastic or carbon fiber. Absolutely no sheet metal allowed. A nose and two side panels are highly recommended. Maximum overall height is 30".

Steering Wheel Fairing: No fairings in all Kid Kart and JR I classes. Driver must be able to either see over the fairing while sitting in seat or through the fairing if made of clear plastic. Between the steering wheel and the fairing, there must be a minimum of 3" of clearance.

Ballast: All ballast shall be securely bolted to the kart with a minimum of one Grade 8 5/16" bolt for up to 8 pounds of ballast, or 2 5/16" or 1 3/8" Grade 8 bolts for ballast greater than 8 pounds, be safety wired or double nuts. All ballast **MUST** be painted white with the corresponding kart number and/or the driver name.

Safety Equipment

Helmets: Full-face helmets designed for competitive motorsports use, that comply with Snell Foundation specifications M/K/ or SA2010, M/K/ or SA2015. SFI 24.1, 31.1 & 41.1 2010 or higher or equivalent **are mandatory**. SA rated helmets are recommended for karts with cages. Helmet must be available at pre-tech inspection. Helmets must be secured with a strap. A full face shield, integral with the helmet, is mandatory.

Neck Braces: Collar-type, unaltered neck braces designed for motorsports use is mandatory in all classes and must be securely fastened.

Driver Apparel: Driving suits are highly recommended in all classes. Drivers can also wear jackets made of leather, vinyl, abrasion resistant nylon, or equivalent. Gloves, socks, shoes and long pants are mandatory. **NO HOODIES ANYTIME WHEN DRIVING!!! NO SKIN VISIBLE!!!! Hair must be under neck brace and jacket while on the track.** Rib Vests & Chest Protectors: The use of a flack jackets or other chest protection or rib protecting devices is STRONGLY recommended – especially for Junior racers!!!

Fire Extinguisher: Each pit MUST have a functional minimum 5# ABC fire extinguisher.

** NOTE: All personal safety equipment is subject to, and shall be available for pre-tech inspection. **

ON THE TRACK

Good Sportsmanship: It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship; every driver is expected to behave according to principles of fairness, observe all rules, show respect for others, proceed on track without touching or endangering the vehicles of fellow competitors and accept victory or defeat graciously. However, inadvertent, occasional contact between karts on track is a reality of racing. Any penalties assessed by the flagman while karts are on the track cannot be protested.

Line Up: Every attempt will be made by the pit boss to ensure that everyone is lined up before sending out the field. Once the pack has left the grid, a racer on the grid will have 90 seconds to join the pack. Karts that cannot start in that time will not be allowed to join the field.

90 Second Rule: 90 second rule begins when 1st kart leaves the grid. If you are on the grid and have not pulled up on the track surface and are within the 90 second limit you may be restarted. Once you enter the track racing surface, if you need a restart (not applicable in CKA UAS Class) you will be allowed one restart per heat/main race. – You must be restarted within 2 laps under the yellow flag and must start in the back.

Track Entry: The Race Director may change the order of events. After the green flag is thrown, any kart that enters the designated work area for restart or mechanical problem repair must re-enter safely and start at the back.

Scratched Entries: If a racer fails to make the starting grid the racers behind them will crisscross for the new lineup before leaving the starting grid. If a racer is not on the starting grid when the pack is sent onto the track, they will be placed in the back of that heat race (90 second rule applies here). Once the pack has left the starting grid and a racer drops out, the racer behind the open position moves straight ahead (no crisscrossing).

Heat races: Drivers draw numbers for heat race starting positions. The lowest number will start on the pole for the first heat. Novice drivers will start at the back.. There will be a complete invert for the second heat (except for Novice drivers). Total position points in the heats will determine the starting positions for the main event(s). Total position points ties will be determined by the lowest draw.

Time permitting: there will be two heat races. Time starts at the first initial green flag and EXCLUDES red flag conditions

A Main Events: The A main will start 14 karts with the top 10 from the combined heat races locked in, unless there is a C main – see below. In the event of a tie, the kart with the lower pill draw will be put in line before the other kart. The top two from the B Main can move up and start behind the first 10, in the order that they finished the B main. The A main line up will be set by the points combined from the two heats with the least amount of points being on the pole. If there are less than 12 karts, all karts will start the A main. **Time permitting:** the A main events will be 20 laps or 20 minutes. Time starts at the first initial green flag and EXCLUDES red flag conditions.

B Main Event: Only the first two finishing spots of the B main have the option of moving up to the A main, unless there is a C main, then the first four finishing will move up. It is NOT required you move up. **Time permitting:** the B main events will be 15 laps or 20 minutes. Time starts at the first initial green flag and EXCLUDES red flag conditions.

C Main Event: Only the first two finishing spots of the C main have the option of moving up to the B main. It is NOT required you move up. **Time permitting:** the C main events will be 10 laps or 15 minutes. Time starts at the first initial green flag and EXCLUDES red flag conditions.

Novice/Rookies: Any driver that has not raced speedway karts before will be considered a novice. All first time speedway kart drivers must place an “X” on the back of their helmets in a contrasting color for their first race day and they will be started at the back of the pack for all races that race day, unless the Board approves that they start the main event based on qualification points (proven by skills during the heat races).

Practice: Rules, regulations and procedures for competition shall apply to all practice sessions. Extreme caution should be used during practice due to the mixing of classes – you are not racing - only practicing.

Starts: Utmost caution should be observed during all starts. Remain calm and alert, as all karts will be running closely grouped. Avoid sudden changes in direction and if evasive action is necessary, check first to make sure your intended course is clear. **Two attempts will be made to start the event double file (in a side by side fashion) – subsequent attempts will be in a single file line up. The pole (1st) kart must complete one full lap before the race has officially been started.**

Competition: Remain alert. Give consideration to fellow competitors in all areas of safety.

Overtaking: When two or more karts enter a corner simultaneously, all karts should maintain a constant line through the corner and avoid erratic changes in direction.

Re-entering the track: A driver who has gone off the racing surface may re-enter the racetrack only if they are operating under their own power. A re-entering driver will enter the track as far off the racing line as possible allowing all competing karts sufficient room to avoid any possibility of contact with the re-entering kart. A driver must re-enter the track only at a point that will provide no advantage in time, distance, or position relative to competing karts. Any penalty assessed for gaining advantage is at the discretion of the flagman or race director whose decision cannot be protested.

Disabled Karts: Corner workers are NOT obligated to help drivers – there can be helpers to assist drivers from the infield. Any driver unable to continue because of various reasons after the green flag is thrown must move his kart well off the track into a safe location as soon as safe conditions permit. Do not leave kart adjacent to the track at any time. Await the conclusion of the race before attempting to move the kart back to the pit. One restart during each heat and/or main race (Not applicable in CKA UAS Class).

Kid Engine Restarts: During Kid Kart and Junior races, there can be helpers to assist drivers from the infield. Please restart in a safe manner and ONLY when the yellow flag has been displayed.

Signaling: Drivers shall raise one arm over their head to signal that they are exiting the track, slowing, or that have a mechanical problem.

Race Weigh-In: Shut off your motor – do not drive up on the scale. All drivers shall be weighed with their karts immediately after they complete each heat and feature race. Do NOT go to your pit area. Going to your pit or not making weight is grounds for disqualification for that event. If you do not weigh you will be DQ with a DNW which means 0 points and you may NOT use that race as a throwaway. **CKA UAS and Sportsman Open kart competitors must declare their weight and display it next to their front number in such a manner that the scale person can easily see it before your 1st heat or you will be DQ (a strip of masking tape & marker is ok).**

Post-Race Inspection: At the end of the feature race after being weighed, the classes being teched and the type of tech will be determined by the Tech Advisor and the top 3 racers (4th and 5th place be ready in case the first three don't pass tech) in those classes will be notified by the Scale Person to go directly to the designated tech area immediately and are not to be touched until instructed to do so by the Tech Advisor. During Tech if an obvious illegal part is found on the way to or while checking the item to be teched, then Tech is stopped and the driver is declared illegal and is DQ.

Radios: No driver may carry or have on their kart any radios or other electronic communication devices while on track, except receivers. A driver can use no musical devices of any kind while on the track.

Penalties

Protest: All protests must be submitted in writing to the Race Director within 30 minutes of completion of the race that is being protested or, in the case of a scoring protest, within 30 minutes after official results have been posted and the results are declared official by the Race Director. A protest can only be submitted by an entrant from the same class that is being protested, and can only be signed by one entrant. Once the official has accepted a protest, additional protests for the same infraction will not be accepted. Protests made against motors and or fuel (other than the ones already being teched) will have a \$100 fee to be paid by the person who is protesting; the person who protested will be teched, too, and must pass tech. The \$100 fee will go to the person who is protested against if they pass tech and are legal. If they are not legal, and the person who called for tech passes, that person will be returned the \$100. If both are illegal and cannot pass tech the \$100 goes to CKA.

The Board of Directors will decide all protests before parties involved leave the track. Protests for technical disqualifications must be submitted in writing within 30 minutes of the announced infraction by the tech inspectors. These infractions are to be resolved (upheld or reversed) by the Board of Directors and the Tech Advisor prior the ending of the event for the day.

Participants Conduct: A participant is any person, official, driver, crewmember, or interested bystander who is in the pit area, or who is attending any event. These participants should, at all times, conduct themselves in a manner that is not careless, reckless, or dangerous. Drivers are responsible for the control and conduct of their entire crewmembers. Physical violence or threat of physical violence, or verbal abuse, to any participant at any event will not be tolerated. No participant shall enter the pit area under the influence of any substance that may impair his/her ability to be safe. **Any of these acts of misconduct may, at the Board's discretion, result in a \$100 fine, immediate ejection from the site, and possible probation or suspension of membership.**

Participant / Crew Member Conduct: Use of alcohol or marijuana is not allowed in the pits until after the last kart has left the track after the last race. Any use prior to this will be automatic disqualification for the race day and loss of points.

Penalty Powers of the Board: The Board may impose any of the following penalties for driver or crew member infractions at any event. Penalties are not necessarily progressive, that is, any penalty may be assessed for a first offense if considered serious enough by the Board. The Board or Race Director may disqualify a driver from a race, or from racing the remainder of the day for rough driving, rule infractions, offensive behavior, abusive language, or failure to follow the Board's and Race Director's directions.

Verbal Warning: Note: verbal warnings given to junior class drivers shall be made in the presence of a parent or legal guardian

Disqualification from the race: black flag while kart is on track; or at scale for did not weigh (DNW)

Disqualification for the day or the event in case of multi-day event: event disqualification shall not be retroactive to a previous day.

Probation: A participant may be placed on probation for the remainder of the season and shall be recorded in the minutes of the meetings.

Suspensions: The power of suspension from Cascade Karting Association or revocation of driver's privileges shall rest solely on the Board and Officers. A participant may be placed on suspension for a remainder of the season and shall be recorded in the minutes of the Board and Officer meetings. ***Participants suspended from Cascade Karting Association events shall not be allowed to be present in the pit area, or to take part in meetings, vote in elections, or hold committee or Coordinator appointments.*** At the end of the suspension period, the participant shall be readmitted to active participation. Suspended participants holding CKA appointments will not automatically resume those appointments.

Consequences of Disqualification: Any driver, who is disqualified from a heat race or main event, shall be awarded no points for that portion of the event and lose any awards for that event. The Race Director may disqualify them for the entire race day for their action.

Disqualification for the day and loss of awards will result if illegal fuel, equipment, engine, or any other violation is found during inspection. If, at weigh in, the minimum weight is not met, you will be disqualified for that race only.

Cascade Karting Association reserves the right to refuse service.

Flags and Their Meanings

Green Flag: Start the race – course is clear.

Blue Flag w/ Yellow Stripe: A lapping kart is attempting to pass, hold your groove, and give them appropriate room, or you may be black-flagged.

Black Flag: Rolled & Pointed: A warning about driver conduct. A warning flag is at the option of the Flag person. Although it is understood that some inadvertent contact will occur, intentional and avoidable bumping, nerfing, pushing, etc. can be grounds for disqualification. You will be warned only once with a rolled black flag. A second offense will result in a waved black flag.

Waved Black Flag: You must exit the track immediately because you have been disqualified for a driving infraction or unsportsmanlike conduct. You cannot return to the track during that race and you are no longer being scored – you cannot use as a point throw away. **OR** you may have a mechanical problem that needs attention (i.e. fire, leaking oil, bumper dragging, muffler fell off, etc.) or loss of safety apparel requiring the driver to exit the track for consultation which may be used as points throw away.

Red Flag: Stop with caution. Keep your kart under control and raise your arm to warn the drivers behind you. Turn off your engine and remain in your kart until advised otherwise by a race official. Restarts will be in the same order as the last completed and scored green flag lap prior to the red flag. All karts involved in the incident will be placed at the rear of the field. The Race Director must check any kart involved in a crash for safety before it will be allowed to race again. When the red flag is displayed, if the race cannot be restarted as decided by the Race Director, the race will not be considered an official race unless it is at or past the half-way point at the last complete and scored green flag lap. If the race is stopped, it will be scored at the last completed green flag lap prior to the red flag. If any work of any kind is done under the red flag, you must go to the designated work area and you must go to the rear of the field. Any kart or driver flipping over (turning over) will only be allowed to restart with the permission of the Race Director and/or the EMT's approval.