



Cascade Dirt Classic Series Rules 2026

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Cascade Karting Association Officers

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Membership

The Cascade Karting Association – 2024 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: \$50 adult class drivers, \$30 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 Treasurers discretion if remaining on cash only basis.

GENERAL RULES:

Refunds: In result of a rainout, refunds will only be given as long as no karts entered the track.

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 disqualified 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, 1 restart will be allowed in the main only.
- ☐ 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/she 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 engine tech, he/she may NOT use that event as a throw away race.
- ☐ If a driver is disqualified for a mechanical failure on the track, he/she 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 will receive 70 points									

SEASON END AWARDS:

Drivers must be a paid member of CKA to earn points and season end trophies and awards.

Your best races count toward your season end points total –lowest 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.

Trophies: A total of 6 or more events will be scheduled with 1 additional throwaway event. Trophies will only be awarded to those who participated in 4 or more of the scheduled events.

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); JR UAS (Age 13-17); Adult (Age 15 +); CKA UAS (Age 18 +): 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 AND SPEC CHART

Class	AGE	Weight	Specs
Kids Kart	5-8	---	Anything safe and slow – low horsepower 4 cycle engines are recommended
Jr I	8-12	265#	Stock predator 212 with Green .425 restrictor
Junior II	12-15	300#	Stage 1 Predator engine rules Open tire option allowed
Briggs LO206	15+	380#	(pump gas only) Burris tires only, no prep – See current Briggs LO206 Engine Regulations
Adult – Yamaha KT100	15+	350#	IKF Yamaha KT100S (gasoline & oil only)
Open Yamaha	15+	n/a	Yamaha KT100S
Stage 1 212cc Predator	15+	n/a	<p>Engine: PREDATOR 212cc ENGINES NO 224 MOTORS WITH 212 COVERS</p> <ul style="list-style-type: none"> - (Models 60363, 69727 or 69730) - No exchanging or mixing of parts between model engines. <p>Governor may be removed. Low oil sensors may be unplugged or removed, and block plugged.</p> <p>You may remove the factory gas tank and run a floor mount tank.</p> <p>A top plate with throttle linkage and fuel pump may be added where the gas tank was removed.</p> <p>Chain guard is mandatory.</p> <p>Ignition: STOCK</p> <p>Must use stock ignition coil, plug wire, resistor spark plug boot. FLYWHEEL: STOCK or AFTERMARKET as described below.</p> <p>Stock flywheel is only allowed with stock valve springs.</p> <p>ALUMINUM stock style flywheel is MANDATORY if you run aftermarket valve springs.</p> <p>Allowed aluminum flywheels are as follows</p> <ul style="list-style-type: none"> - ARC Billet Aluminum stock flywheel (Part Number 6626 "Hemi or 6625 "Non Hemi). PVL Cast Aluminum stock flywheel. 32 degrees advance timing maximum. <p>Spark Plug: OPEN</p> <p>Fuel: PUMP GAS</p> <ul style="list-style-type: none"> - Pump gas only.No race gas.No additives.Just gas. <p>Carburetor STOCK</p> <ul style="list-style-type: none"> - Carb must be the one that came on your factory motor and remain stock. The carb from the box is the one that will be put back on the motor for racing. Emulsion tube and main jet are the only alterations allowed. - Bore must remain stock for carburetors. <p>The stock air filter may be removed and replaced with filter adaptor and aftermarket air filter.</p> <ul style="list-style-type: none"> - Gasket must be used between carb and head. - Holy Moses, all aftermarket carbs, and all carbs with fuel mixture screws are not permitted. <p>Jet: OPEN</p> <ul style="list-style-type: none"> - If the stock air filter is removed the jet may be changed for correct fuel mixture. <p>Cylinder head: STOCK</p> <ul style="list-style-type: none"> - Must be OEM Predator type casting only. - Intake and exhaust ports must remain as factory produced. - Porting or deburring not permitted. - Transition edge from port runner to bowl area must retain defined edge. Head gasket surface must remain stock, no copper or aluminum gaskets. Stock Head Gasket and thickness must be in place. <p>Valve Train: STOCK</p> <ul style="list-style-type: none"> - Stock valves only. - Must use stock pushrods, rocker arms and retainers. - No other alterations and or aftermarket valve train components allowed. Camshaft must remain stock.

			<ul style="list-style-type: none"> - Valve Springs: 22 lbs. MAX - Valve springs up to 22 pounds are allowed. - (If you run aftermarket springs you must have an Aluminum flywheel). <p>Crank Rod and Piston: STOCK</p> <ul style="list-style-type: none"> - Must be as factory without any modifications. - Stock piston rings only. - No billet rods. <p>Starter: STOCK</p> <ul style="list-style-type: none"> - Recoil pull start only. - Pull starter may be rotated for better cranking angle and have better quality replacement rope installed. <p>Mufflers: MANDATORY</p> <ul style="list-style-type: none"> - No internal alterations are allowed to the Muffler (noise reduction is needed). Header pipe with Briggs and Stratton can style screw on mufflers acceptable Header (part number 434129) with RLV (part number 419185) round holed screen in muffler acceptable - Square holed RLV muffler is not allowed - Pipe and muffler acceptable from ghost upgrade kit. <p>Clutch and Gears: OPEN</p> <ul style="list-style-type: none"> - Must use #35 chain. <p>Tires: SLICKS</p> <ul style="list-style-type: none"> - HBM Reaper tire will be the preferred tire to move to. - 12/01/2024 will be the date for converting to that tire Full time required Tire cleaning acceptable - NO Chemical prep or softening of tires permitted. Tires that duro 55 or softer will be DQ2026 <p>Kart Bumpers: MANDATORY</p> <ul style="list-style-type: none"> - Must have front and rear bumpers and side nerf bars in place at all times or you will be parked. - Rear bumper must be double stacked and extend out to at least the center of your rear tires. - No sharp edges.
Stage 2/3 212cc Predator	15+	n/a	<p>Any 212cc or less "Clone OHV" /Predator/Honda/Tillotson/Briggs & Stratton engine. No Billet block or heads 2022</p> <p>No strokers or big bore over 70mm. .508mm/.020" over bore ok for rebuild. Head removal for Tech inspection of stroke and bore is CKA discretion.</p> <p>Aftermarket or long rod allowed. (+10, 20, 30).</p> <p>Any rockers, any cam shaft allowed.</p> <p>Aftermarket flywheel required. No stock flywheel allowed.</p> <p>Must have blower housing in place. If remote starter is used it must have a flywheel cover.</p> <p>Chain and clutch guard are required.</p> <p>Stock appearing head only. No billet head, no deck extension. Any head gasket.</p> <p>Any carburetor. Methanol allowed.</p> <p>Aftermarket pipe allowed. If there is no guard to shield the driver, a wrap or sleeve must be in place! Safety wired bolts and mufflers recommended!</p> <p>Any clutch.</p> <p>Secondary return spring on throttle must be used. This can be a combination of pedal and top plate, or additional spring to stock placement if stock linkage is used.</p>
Super-Sport	15+	N/A	305cc max single cylinder OHV 4-cycle

Stock Predator	15+	375#	<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 a 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>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. 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 event 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 \$175</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-ons, and are not part of the claim.</p>
Jr. UAS	13-17	cc/wt	<p>Refer to UAS current rules.</p> <p>Local age rule is 13-17 years old, with karting experience.</p>
UAS	18+	cc/wt	Refer to UAS current rules
Open 500cc	13+	450	<p>Open fuel</p> <p>Motor rule: engine can be any cc</p> <ul style="list-style-type: none"> - No big street motors 650 750, 1100, etc or electric
250cc Class	10-15	390	<p>250cc four stroke; two stroke</p> <ul style="list-style-type: none"> - No overbore - Must measure 250cc - No port angle changes - No electric motors <p>All engines are subject to technical inspection at all times</p> <p>Refusing to cooperate with inspection will result in disqualification</p>
Beginner Box Stock	5-9	250	<p>Sealed Briggs & Stratton LO206, bearing a genuine, untampered, Briggs & Stratton Security Seal.</p> <p>Engines used in qualifying must be run the remainder of the night, unless approached by tech.</p> <ul style="list-style-type: none"> - If changing engines, the swapped engine MUST be presented to tech for inspection/reason for changing. - When presented to tech, the engine must include the carb and exhaust. <p>One piece throttle cable only.</p> <p>Must utilize Green slide - Part #RLV555740 with slide lock.</p>

			<p>Must utilize B&S Exhaust System including the newly developed Outlaw Kart exhaust package - Part #RLV5530</p> <ul style="list-style-type: none"> - No modifications of the pipe or muffler are permitted <p>Owner/Driver accepts responsibility for the engine being legal. Official seal must be attached and untampered.</p> <p>All engines will be subject to technical specification of the B&S 206 United States Rule Set. B&S Racing Class structure will not apply.</p> <p>Clutch rule is open.</p> <p>The following parts may not be altered or modified in any way —</p> <ul style="list-style-type: none"> - Any physical part of the engine - Air filter - also cannot be removed or left off - Header - also cannot install E. G. T. Sensor into header. - Muffler - also cannot weld to header. <p>All engines are subject to technical inspection at all times.</p> <p>Broken seals must be reported to the technical inspector immediately.</p> <p>Owner/Driver accepts responsibility for any tampering to the seal, whether intentional or not, unless reported.</p> <p>Engine may be held for up to 5 days for inspection.</p> <p>Refusing to cooperate with inspection will result in disqualification.</p>
Box Stock	7-13	270	<p>Sealed Briggs & Stratton LO206, bearing a genuine, untampered, Briggs & Stratton Security Seal. Must utilize Black Slide - Part #RLV555590</p> <p>Must utilize B&S Exhaust System including the newly developed Outlaw Kart exhaust package - Part #RLV5530</p> <p>Owner/Driver accepts responsibility for the engine being legal. Official seal must be attached and untampered.</p> <p>All engines will be subject to technical specification of the B&S 206 United States Rule Set. B&S Racing Class structure will not apply.</p> <p>Clutch rule is open.</p> <p>The following parts may not be altered or modified in any way —</p> <ul style="list-style-type: none"> - Any physical part of the engine - Air filter - also cannot be removed or left off - Header - also cannot install E. G. T. Sensor into header. - Muffler - also cannot weld to header. <p>All engines are subject to technical inspection at all times.</p> <p>Broken seals must be reported to the technical inspector immediately.</p> <p>Owner/Driver accepts responsibility for any tampering to the seal, whether intentional or not, unless reported.</p> <p>The engine may be held for up to 5 days for inspection.</p> <p>Refusing to cooperate with inspection will result in disqualification.</p> <p>Predator 212 motors are legal with no modification of any kind except for the removal of the governor.</p>
Cage Cone	11+	400	<p>The approved engine is Harbor Freight Predator 6.5hp 212cc engine</p> <p>Drum clutches only, no disk clutches allowed. Noram GE recommended.</p> <p>Exhaust and Intake modifications are permitted, but are subject to be included in the claim rule.</p> <p>\$200 Protest Rule - Paid class entries can claim a fellow competitor's engine for \$200. To claim an engine, the following steps must be taken:</p> <ul style="list-style-type: none"> - Protest must be made to the Race Director within 30 minutes of completion of Feature Events that day. - Race Director/ Designated Official shall notify participants of claim. - Protest fee is \$200, to be paid by the protestor to the official. Official shall pay protest participant once the engine claim has been completed. - Everything attached to the motor minus the clutch, motor mount, and throttle cable shall be turned over, including but not limited to: gas tank, carburetor, exhaust and exhaust components, pull starter, ignition system, internal components, etc. - Protesting participant walks away with an engine. Protest participant walks away with \$200. <p>\$200 claim rule applies to any and all engine(s) used to power the protested individual's kart.</p>
1/4 Midget Honda 120	N/A	N/A	<p>Engine:</p> <ul style="list-style-type: none"> - Honda GX120K1HX2 and HX2 6 - Honda GX 120J1HX2 - Honda GX 120 GCAHK-10085093 and up <p>Restrictor plates are mandatory - Identification tab must be visible at all times</p> <p>The Novice Honda and Junior Honda divisions will run using specified plates.</p> <p>The restrictor will be installed between the carburetor and plastic insulator with a stock gasket on each side of the restrictor.</p> <p>Airflow must pass through the restrictor hole only.</p> <p>Winter series - no wings.</p> <p>Summer series - wings ok.</p>

1/4 Midget Animal	N/A	N/A	Engine - Briggs and Stratton Animal Restrictor plates are mandatory - The identification tab must be visible at all times Junior and Senior Animal divisions will run using specified plates. Airflow must pass through restrictor plate hole only Winter series - No wings Summer series - wings ok
1/4 Midget Honda 160	N/A	N/A	Engine: <ul style="list-style-type: none"> - Honda GX160K1HX2 and HX2 6 - Honda GX 160J1HX2 - Honda GX 160 GCACK-1120414 and up - Honda GX 160 UT-2 HX2 GCBPT and up Restrictor plates are mandatory - The identification tab must be visible at all times. The novice Honda and Junior Honda divisions will run using specified plates. The restrictor will be installed between the carburetor and plastic insulator with a stock gasket on each side of the restrictor. Airflow must pass through the restrictor hole only. Winter series - No wings Summer series - Wings ok
1/4 Midget World Formula	N/A	N/A	Engine: Briggs and Stratton World Formula *Age/Weight/Restrictor plates specified in charts
1/4 Midget Modified World Formula	N/A	N/A	Engine: Briggs and Strotton World Formula *Age/Weight/Restrictor plates specified in charts

*** ALL CLASSES (with the exception of the UAS and Cage Karts): NO FUEL ENHANCING ADDITIVES
– (Oxygenating or nitro-based additives are not allowed)

** Quarter Midgets refer to the Little Wheels Rules littlewheelsqma.com

** Winter series allows only slick tires except cadets.

Quarter Midget Driver Ages and Weights by Class/Division

Class	Division	Driver age (Min)	Driver Weight (Min)	Comb. Weight (Min)	Car
Honda	Junior	5 - 8	N/A	265 lbs	160 lbs
Honda	Senior	9 - 17	N/A	290 lbs	160 lbs
Honda	Heavy	9 - 17	100 lbs	340 lbs	160 lbs
Animal	Junior	5 - 8	N/A	265 lbs	160 lbs
Animal	Senior	9 - 17	N/A	290 lbs	160 lbs
Animal	Heavy	9 - 17	100 lbs	340 lbs	160 lbs
Honda 160	Junior	5 - 8	N/A	265 lbs	160 lbs
Honda 160	Light	9 - 17	N/A	290 lbs	160 lbs
Honda 160	Heavy	9 - 17	100 lbs	340 lbs	160 lbs

World Formula	Light	9 - 17	N/A	290 lbs	160 lbs
World Formula	Heavy	9 - 17	100 lbs	340 lbs	160 lbs
Modified WF		10 - 17	N/A	325 lbs	160 lbs

QMA Restrictor Dimensions

Division	Color	Restrictor
Jr Animal	Blue	0.251
Sr Animal	Gold	0.5725
Jr Novice (Honda)	Red	0.3125 (5/16) R
Adv Novice (Honda)	Blue	0.4375 (7/16) R
Jr (Honda)	Blue	0.4375 (7/16) R
Jr 160	Grey	0.549

SAFETY EQUIPMENT

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. A 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 3 1/2".

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 7¼" 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. Drivers must be able to either see over the fairing while sitting in their 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 drivers name.

Helmets: Full-face helmets designed for competitive motorsports use, that comply with Snell Foundation specifications M/K/ or SA2010, M/K/ or SA2010. SFI 24.1, 31.1 & 41.1 2010 or higher or equivalent are mandatory. SA rated helmets are recommended for karts with cages. Helmets 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 the 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 there will be no restarts unless you are able to do without exiting your kart.

Track Entry: The Race Director may change the order of events.

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 condition.

A Main Events: The A main will start 12 karts with the top 8 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 8, 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 number 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 that 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.

Restarts: Racers will only be allowed to have 1 restart from the time the first kart leaves the grid to the end of the main race. No restarts will be allowed in the heats.

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 the kart adjacent to the track at any time. Await the conclusion of the race before attempting to move the kart back to the pit.

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. UAS 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 meeting

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 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 it 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.