



Burris National Speedway Series

Cascade Dirt Classic Series

Supplemental Rules

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Cascade Karting Association Officers

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The Burriss National Speedway Series – 2009 Season Rule Book rules will apply under all circumstances unless otherwise outlined here. It is the responsibility of all drivers and their crew members to be knowledgeable of both sets of the rules.

Schedule and Fees

Schedule (All Days): Gate Opens at 7:00 am (\$5 Admission Fee collected at gate)

Registration: Quarter Midgets Only 8:00 – 9:00 am

Karts, Mowers: 9:00 – 11:00 am

Quarter Midget Drivers Meeting: 9:00 am

Quarter Midget Practice: 9:15 am – 9:45 am

Quarter Midget Heats: 9:45 – 11:00 am

Kart, Mowers Drivers Meeting: 11:00 am

Kart, Mowers Practice: 11:15 am – 12:15 am

Quarter Midget Feature Races: 12:15 pm – 1:45 pm

Kart, Mowers Heats & Feature Races: 2:00 pm

Camping is permitted with admission

Race Fees ** Absolutely no refunds once you've been on the racetrack!!!!!!

OAKWOOD – Admission Fee \$5.00 collected at gate (wristband covers Spectator fee and \$5 off drivers and pit pass fees at registration)

Spectator Pass \$5.00 (5 & under free)

Pit Pass \$10.00 (Must have to be in pit area.)

Adult racers (\$ classes) First Entry \$45 - 2nd class entry (same driver) \$20.

Kid racers (trophy classes) First entry \$35 - 2nd class entry (same driver) \$20

CKA Membership: \$25 per year - \$5 per additional family member. Join and support your racing club by having a voice and be eligible to vote on club issues. A drawing is held at Christmas for 1 adult and 1 child to win a gift from the membership fees. Meetings are held monthly.

Make checks payable to Cascade Karting Association (CKA).

General Rules

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.

Pit Passes: All persons entering the pit area must have a pit pass. If a person is in a particular pit without a pit pass after practice begins, the driver may be disqualified. Spectator pass is good for grandstand area and facility admission only!

Registration & Pre-Tech: Drivers must register and have their kart safety (pre-tech) inspected before they can go on the race track. Drivers registering late will start in the rear for both heat races. Only individuals with a driver's pit pass are allowed to drive karts on the track.

Minor Releases: All drivers under the age of 18 must have a waiver signed by a parent or guardian and such signature(s) must be notarized if not signed at registration. The Minor Release is good for all events at the same track for the year, but must be signed again at any different tracks.

Drip Pans & Waste Oil: Drip pans or tarps are mandatory. Anyone caught dumping petroleum fluids on the ground will be disqualified for that race day. Waste oil barrels are supplied in the pits.

Numbers: Numbers must be black on white panels, except IKF experts. 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. Numbers 1-99 only will be allowed.

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). Exceeding the "yellow flag" limit will result in last place points. All vehicles must be raced by their registered drivers to receive points. There will be no relief drivers.

Trophies: Top three kid class finishers will receive a trophy. Classes may be combined for racing but they will be scored separately.

All adult classes will receive a cash payout to **Kart Owner 18 years of age or older**. The payout pool for each class will be \$10 per entry. It will be distributed as follows depending on the number of entries in the class:

ENTRIES	1st	2nd	3rd
1 – 5	100%		
6 – 10	60%	40%	
11+	70%	20%	10%

You have 60 days to claim your winnings or they will be allocated to the banquet fund.

Season End Awards: Drivers must run at least 6 of the 8 races per class to be eligible for season championship awards. Your best 6 races count toward your season end points total (lowest two will be dropped according to Section 5 of the BNSS 2009 Rules. 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 (5 – 8): Must be age 5 to start racing.

JR I (8 – 11) & JR II (12 – 15): Parents may petition the Directors at the start of each racing season (winter or summer) to move their child up from Kid Kart to JR I if the driver turns 8 during that season; from JR I to JR II if the driver turns 12 during that season, or from JR II to Adult classes (except the Masters and Open classes) if the driver turns 15 during that season. ***

UAS Open: All drivers must be **16 to start** racing in this class – no moves up at 15.

***NOTE: Once the driver moves to the higher age group, they can no longer race in the lower age group. 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	---	Safe and slow
JR I - 2 cycle	8-11	235#	IKF Yamaha KT100S (WA55, SSX 4 hole muffler) (gas & oil only)
JR I Sportsman 4 cycle	8-11	265# 275#	IKF Briggs Flathead (IKF .425 blue coned restrictor) (gas or methanol) IKF Stock Animal (IKF .250 black 3 hole restrictor) (gas or methanol)
JR 1 BNSS F-200	8-11	285#	BNSS F200 (14 mm BNSS restrictor) (gas only)
JR 1 Advanced 4 cycle	8-11	275#	IKF Stock Animal (IKF .250 black 3 hole restrictor) (gas or methanol)
JR II 2 cycle	12-15	310#	IKF Yamaha KT100S (SSX 4 hole muffler, no rest) (gas & oil only)
JR II 4 Cycle	12-15	300# 310# 320#	IKF Briggs Flathead (IKF red .500" restrictor) (gas or methanol) BNSS F200 (16 mm BNSS rest) (gas only) IKF Stock Animal (IKF gold .312 3 hole restrictor) (gas or methanol)
Stock Animal	15+	340# 360#	IKF Briggs Flathead (gas or methanol) IKF Stock Animal (gas or methanol)
Limited Modified 4 Cycle	15+	360# 370# 390# 350#	BNSS F200 (gas only) IKF Limited Modified Animal (gas or methanol) IKF Star (gas or methanol) IKF Briggs Limited Modified Flathead (gas or methanol)
Yamaha Masters	40+	350#	IKF Yamaha KT100S (gas & oil only)
Yamaha Light	15+	330#	IKF Yamaha KT100S (gas & oil only)
Yamaha Heavy	15+	370#	IKF Yamaha KT100S (gas & oil only)
Open	16+	2009 UAS Rules	<p><u>Rotary valve or Reed valve 2 Cycle Engine or Engines</u>, 230 # plus 1# for each cc or fraction of a cc. Multiple engines or cylinders are permissible. 210 cc max</p> <p><u>Flat Head 4 Cycle Engine or Engines</u>, 190 # plus 1 # for every 3cc or fraction of a cc. multiple engines or cylinders are permissible. 486 cc max</p> <p><u>Piston Port, McCulloch or US820 (West Bend) 2 Cycle Engine or engines</u>, 170 # plus 1 # for every cc or fraction of a cc. Multiple engines or cylinders are permissible. 225 cc max total displacement</p> <p><u>Overhead Cam (OHC) 4 Cycle Engine or Engines:</u></p> <p><u>Single Overhead Cam (SOHC) 4 Cycle Engine or Engines</u>, 185 # plus 1 # for every 1.5cc or fraction of a cc. Multiple engines or cylinders are permissible, 360cc max total displacement</p> <p><u>Double Overhead Cam (DOHC) 4 Cycle Engine or Engines</u>, 120 # plus 1# for every 1cc or fraction of a cc. Multiple engines or cylinders are permissible, 270cc max total displacement</p> <p><u>Overhead Valve Push Rod (OHV) 4 Cycle Engine or Engines</u>, 220 # plus 1 # for every 2.5cc or fraction of a cc. Multiple engines or cylinders are permissible, 500cc max total displacement</p> <p><u>Rotary (Wankel) engines produced for the kart racing market</u> ; 400 # kart and driver combined minimum weight. The exhaust system of all Wankel engine powered karts must be completely wrapped with heat insulating tape.</p> <p><u>Mixed Engine Type in Multiple Engine Situations</u>. The minimum weight for the engine corresponding with the higher weight will be imposed.</p> <p><u>Forced Induction</u>. If a kart is equipped with some type of supercharger turbocharger add 15 # for each cylinder that is served by the system.</p> <p>http://www.unlimitedallstars.org/rules.html with the exception of 16 yrs of age to start and no oxygenating or nitro based additives in fuel.</p> <p>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>

***** ALL CLASSES: NO FUEL ENHANCING ADDITIVES –
(oxygenating or nitro based additives not allowed) *****

Quarter Midgets:	Age	Wt	Specs
120 Stock	5-10	250#	120 Stock QMA legal, no modifications - racing gas only
120 Modified	6-18	275#	120 Block & Head 120 gas carb. No Tilly & Sliders – racing gas only
160 Modified	6-18	275#	160 Block & Head 160 gas carb – No Tilly & Sliders - racing gas only
200 Open	6-18	300#	World Formula, Honda, Clone, Animal, Star (No 2 cycles) - 200cc carb - Tilly & Sliders OK - Racing Gas or methanol

Quarter Midget General Specifications

120 Stock:

Motor: QMA legal engine – no modifications

Weight: 250 lbs minimum

Fuel: Racing gas only. No methanol alcohol (Alky)

Body: No wings

Ignition: No battery ignition

Exhaust: Any type OK

120 Modified:

Motor: 120 block and head

Weight: 275 lbs minimum

Carburetor: No Tilly & Sliders

Fuel: Racing gas only. No methanol alcohol (Alky)

Exhaust: Any type OK

Clutch: No clutch – direct drive only

Ignition: No battery ignition

Body: Wings OK

160 Modified:

Motor: 160 block and head

Weight: 275 lbs minimum

Carburetor: No Tilly & Sliders

Fuel: Racing gas only. No methanol alcohol (Alky)

Exhaust: Any type OK

Clutch: No Clutch – direct drive only

Ignition: No battery ignition

Body: Wings OK

200 Modified:

Motor: 200 cc World Formula, Honda, Clone, Animal, Star (No 2 Cycles)

Weight: 300 lbs minimum

Carburetor: Tilly & Sliders OK

Fuel: Racing gas or methanol alcohol (Alky) OK

Exhaust: Any type OK

Clutch: No clutch – direct drive only

Ignition: Battery ignition OK

Body: Wings OK

QM DISQUALIFICATIONS:

4 DOT'S in the restricted plate class

3 DOT'S for all other classes

***This means after the total allotted DOT's accrue you are black flagged for that race and will receive last place points. Light weight at the scales is a DQ, you must weigh after both heats and the feature race, if you do not weigh it is DNW and that race cannot be used as a throw away.

Kart Chassis General Kart Specifications

Tires: BURRIS TIRES ONLY!!!! ANY COMPOUND, TREADS OR SLICKS!!!

Prep: Prepping at the race track is **OK (Please do so in a safe manner) NO OPEN FLAMES**

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).**

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 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. A nose and two side panels are highly recommended. Maximum overall height is 29".

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 ¼" bolt, 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 **M95, SA95, K98, M2000, SA2000, SFI-31.2 or SFI-41.2** are mandatory. 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. **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 (if wearing a jacket) are mandatory.

Rib Vests & Chest Protectors: The use of a flak jacket or other chest protection or rib protecting devices is recommended.

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

Driving On Track

Good Sportsmanship: It is the spirit and intent of these rules that all competitors drive exhibiting good sportsmanship; this is, 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 track are not protestable.

Track Entry: No kart will be allowed to enter the track after the green flag is waved. No motor may be restarted after the green flag has been waved, except for under a red flag condition or JR I karts. Under special circumstances, the Race Director may change the order of events. After the green flag, any kart that enters the pits cannot go back onto the track for that race.

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.

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. **Heat races will not exceed 10 karts – (QM 120 Stock - 8 QM's max). At 11 karts, they will be divided into two heats.** 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 at 10 laps each. Time starts at the first initial green flag and EXCLUDES red flag conditions

A Main Events: The A main will start 10 karts with the top 8 in from the combined heat races locked in. (Except for the 120 Stock QM – 8 QM's max) . 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 amount of points being on the pole. If there are only 10 karts, all 10 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 spots of the B main have the option of moving up to the A main. QM's will move up the top 4 spots except Stock 120 which moves up top 2). It is NOT required you move up. Time permitting; the B main events will be 20 laps or 20 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 drivers must place an "X" on the back of their helmets in a contrasting color for their first 2 race days. They will be started at the back of the pack for all races

Practice: Rules, regulations and procedures for competition shall apply to all practice sessions. Extreme caution should be used on practice days due to the mixing of classes.

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. If the start of the race is waved off two times because of either or both karts in the front row, the front row will be moved to the back of the field.

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 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 is not protestable.

Disabled karts: Corner workers are NOT obligated to help drivers. Any driver unable to continue because of various reasons after the green flag 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.

Kid Engine Restarts: During Kid Kart and JR I races, there can be helpers to assist drivers from the infield (no parents). Kid Kart and JR I drivers get one (1) restart per day. Please do this 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. **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).**

If you do not weigh you will be DQ'ed with a DNW which means 0 points and you may NOT use that race as a throwaway.

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 may be held 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.

Radios: No driver may carry or have on their kart any radios or other electronic communication devices while on track. 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 has signed a release and purchased an insurance pass to be 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 pit 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 conduct may, at the Board's discretion, result in immediate ejection from the site, and possible probation or suspension of membership.

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 race with black flag, while kart is on track, or at scale.

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.

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 Race Director. 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 may also have a mechanical problem that needs attention (i.e. fire, leaking oil, bumper dragging, muffler fell off, etc.)

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. 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 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.

Yellow Flag: There is danger to a kart or driver on the track and there is a need for caution and reduced speed that will be set by the race leader. If a yellow flag is displayed in the corner (local yellow) it means beware of a possible incident directly ahead and use caution. This is not an official full course yellow, you are still racing, unless the yellow light is on or the flagman is waving the yellow flag. When the yellow light is on or the flagman is waving the yellow flag, it signifies a full course caution. **Do not** race back to the line on a yellow flag, slow down and hold your position. Raise

your arm to warn the drivers behind you that you are slowing. No passing will be allowed under a flagman's yellow flag or yellow light until the green flag is displayed again. Position will be based on the last completed and scored green flag lap. If there is a question about the line up, pull out of line in turn four and raise your hand to signal the Race Director so they can get you in the correct spot. Any karts involved in the incident will be placed at the rear of the field. If you are involved in the incident, do not expect to "get your spot back." ***Note: This rule does not state who caused the yellow, it says, "all karts involved." This includes any kart that spun to avoid the incident.**

White Flag: One lap to go in the race.

Checkered Flag: End of the race. Slow to a moderate pace and proceed slowly to the scale. Shut off your motor before you cross the scale – do not drive up on the scale.