

EVENT RULES

SHASTA UTV TIME ATTACK

& CROSS KART COMPETITION

EVENT DATES September 26-27, 2026	VENUE Redding Motorsports Park	VERSION 1.0 August 17, 2026
COURSE Shasta SuperMoto & Shasta Kart Track	SURFACES Asphalt and dirt	FORMAT Individual timed competition

IMPORTANT

These rules govern this event together with the event-day drivers' meeting, posted supplemental instructions, facility requirements and insurance-carrier requirements. When instructions conflict, the most current safety direction issued by the Event Director or designated Race Official controls.

1. Purpose and Event Format

Shasta UTV Time Attack is an individual timed competition conducted on a mixed asphalt-and-dirt course using the Shasta Kart Track and Shasta SuperMoto Track. Cross karts compete on the same event program in their own class.

- Competitors race against the clock, not directly against one another.
- UTVs and cross karts are scored only against eligible competitors in their respective classes.
- The fastest official run in each class determines the winner.
- The Event Director may modify, delay, shorten or stop competition because of weather, emergencies, course conditions, safety concerns or time limitations.

2. Competition Classes

Code	Class	Driver level	Vehicle definition
N-NA	Novice Naturally Aspirated UTV	Novice	UTV without a turbocharger or supercharger
N-T	Novice Turbo UTV	Novice	UTV with a factory or aftermarket turbocharger or supercharger
A-NA	Advanced Naturally Aspirated UTV	Advanced	UTV without a turbocharger or supercharger
A-T	Advanced Turbo UTV	Advanced	UTV with a factory or aftermarket turbocharger or supercharger
A-CKM	Advanced Cross Kart - Modified	Advanced only	Purpose-built cross kart; all configurations compete together

Electric UTVs, heavily modified specialty vehicles or vehicles that do not reasonably fit a listed class may be assigned to Exhibition or another class at the discretion of event officials.

3. Novice and Advanced Classification

3.1 Novice

Novice is intended for drivers with limited or no previous competitive UTV, off-road, autocross, time-attack or similar racing experience. A driver may not compete as a Novice when the driver:

- Has competed regularly in an advanced, expert, professional or equivalent division.
- Has previously been classified as an advanced or expert UTV racer.
- Demonstrates experience or performance that event officials determine exceeds the intended Novice level.

3.2 Advanced

- Advanced is intended for drivers with previous racing or timed-competition experience.
- Any eligible driver may voluntarily enter Advanced.
- All cross-kart drivers compete as Advanced.
- Event officials may require an experienced driver to enter Advanced.

3.3 Reclassification

- Event officials may move a driver from Novice to Advanced before competition or through completion of that driver's first timed run.
- Reclassification may be based on disclosed experience, known competition history, observed vehicle control, pace or overall performance.
- A first timed run transfers to the appropriate Advanced class when reclassification occurs after that run.
- Reclassification is not a penalty.
- After the first timed run, the driver's skill classification is locked for the remainder of the event unless false information or unsportsmanlike conduct requires further action.
- The Event Director's classification decision is final.

4. Registration and Driver Eligibility

- Drivers must complete event registration, pay applicable fees and sign all required releases and waivers.
- Drivers must present government-issued identification when requested.
- The minimum driver age is 16.
- Drivers age 16 or 17 must provide proven UTV driving or competition history acceptable to the Event Director before registration is approved.
- Acceptable proof may include racing results, a competition license or card, prior participation verified by another organizer, documented training or direct evaluation by a Shasta SuperMoto official.
- A parent or legal guardian must complete all required minor releases and remain at the facility while a minor driver participates.
- Approval of a minor driver is at the sole discretion of the Event Director. Age alone does not guarantee eligibility.
- A UTV may be shared by registered drivers, but every driver must compete under an individual number and timing record.
- Drivers must attend the mandatory drivers' meeting.

5. Passengers and Occupant Protection

- A maximum of one passenger is permitted during a timed UTV run.
- Cross karts are single-occupant vehicles; passengers are prohibited.

- A UTV passenger must occupy a properly installed passenger seat.
- The passenger must register for the event and complete all required releases and waivers. Minor passengers require all applicable parent or legal-guardian releases.
- Both occupants must meet the event's helmet and protective-clothing requirements.
- Both occupants must wear properly fitted and securely fastened restraints whenever the UTV is moving.
- Factory seats, restraints, doors and side restraints are permitted when installed and used as designed.
- Aftermarket seats and harnesses must be securely installed and compatible with one another.
- Doors and side restraints must remain closed and securely latched.
- Window nets are recommended but not required for UTVs.
- Both occupants must keep their heads, arms, hands, legs and feet inside the occupant compartment.
- A passenger may not interfere with the driver or safe operation of the UTV.
- Passenger participation does not create a separate class or timing adjustment.
- Event officials may prohibit or remove a passenger when participation presents a safety concern.

6. Personal Safety Equipment

6.1 Helmets

- Drivers and UTV passengers must wear a properly fitted helmet bearing a legible DOT FMVSS No. 218 certification or a current Snell M or SA certification.
- Helmets must be securely fastened whenever the vehicle is moving on the course.
- Helmets must be in good condition and free from cracks, damaged straps or evidence of a significant impact.
- Novelty helmets and helmets without a legible certification label are prohibited.
- Event officials may reject a helmet that is damaged, improperly fitted or otherwise unsafe.
- Helmet requirements remain subject to any additional standard imposed by the event's insurance carrier.

6.2 Clothing

- Eye protection is required unless the helmet has a full face shield or the UTV has an adequate windshield.
- Long sleeves and long pants are required.
- Gloves are required.
- Closed-toe, over-the-ankle footwear is required.
- Fire-resistant racing suits are not required for this event but are permitted and encouraged.

7. UTV Technical Inspection

Every UTV must pass Technical Inspection before entering the course. Passing inspection does not guarantee that a vehicle is safe; the driver remains responsible for the condition and operation of the vehicle.

- Brakes operate properly and provide adequate stopping force.
- Steering components are secure and have no excessive play.
- Throttle returns properly when released.
- Tires are free from exposed cords, major damage or unsafe wear.
- Wheels, lug nuts and hubs are secure.
- Suspension components are secure and free from obvious damage.
- No fuel, oil, coolant or brake-fluid leaks are present.
- Battery is securely mounted and terminals are protected.
- Fuel cap is securely installed.
- Seats and occupant restraints are securely mounted.

- Roll cage or protective structure is free from cracks, major damage or unsafe modifications.
- Doors and side restraints latch securely.
- Roof, floorboards and body panels are securely mounted.
- No sharp edges or hazardous protrusions are present.
- Loose objects are removed or securely restrained in the cab and cargo areas.
- Fire extinguisher is securely mounted and readily accessible.
- Assigned competition numbers are clearly visible as directed.
- Timing transponder is properly installed when required.

8. Cross-Kart Requirements

All cross karts are considered modified competition vehicles, compete in the Advanced Cross Kart - Modified class and must pass a Technical Inspection appropriate for purpose-built competition vehicles.

- A properly constructed and undamaged roll cage is required.
- A securely mounted racing seat and properly installed multi-point racing harness are required.
- The driver must wear the required certified helmet and protective clothing.
- Window nets or properly fitted arm restraints are strongly recommended. Event officials may require arm restraints when the design does not adequately contain the driver's arms.
- Steering, brakes, throttle return, suspension, wheels, tires, fuel system and structural components must be safe and secure.
- Chains, belts and other exposed drivetrain components must have secure guards.
- Fuel tanks, batteries and other components must be securely mounted and isolated from the driver.
- No fluid leaks or unsafe protrusions are permitted.
- An assigned competition number must be clearly displayed.
- Passengers are prohibited.
- The Event Director or Technical Inspector may reject a cross kart that is unsuitable for the course or presents an unacceptable safety risk.

9. Course Familiarization and Site Lap

Before timed competition begins, a pace vehicle will lead registered competitors around the complete course. The site lap is for course familiarization and is not timed.

- Drivers must remain behind the pace vehicle.
- Passing the pace vehicle or another participant is prohibited.
- Drivers must maintain the spacing and speed established by the pace vehicle.
- Aggressive acceleration, sliding, spinning tires or intentionally falling behind to gain speed is prohibited.
- A driver who passes the pace vehicle or operates unsafely may lose the first timed run or be disqualified.
- Additional site laps may be offered at the Event Director's discretion.
- Practicing the course outside an authorized session is prohibited.
- Course workers, cones, barriers and marked boundaries define the official course.

10. Staging, Start and Course Operation

- Vehicles must report to staging when their class or run group is called.
- Every occupant must be helmeted, properly restrained and ready before the vehicle enters the starting area.
- Drivers may begin only when released by the starter.
- A premature or unauthorized start may result in a rerun, penalty or DNF.

- A driver who fails to report when called may forfeit that run.
- One competition vehicle will be released onto the course at a time unless the Event Director approves another safe operating interval.

10.1 Timing Configuration

The final course may use either of the following configurations. The selected format and exact start/finish procedure will be announced during the mandatory drivers' meeting.

- Course Run: timing begins when the vehicle crosses the starting timing line and ends when it crosses a separate finish line.
- Timed Lap: the vehicle enters the course as directed, and timing is recorded for one or more complete laps.

11. Timed Runs and Scoring

- The number of timed runs will be determined by available time, course conditions, weather and safety considerations.
- Event officials will attempt to provide as many timed runs as reasonably possible.
- Every competitor within the same class will receive the same number of scored opportunities.
- A complete round should be finished for a class before another round begins.
- If competition ends before everyone in a class completes the current round, the incomplete round will not count toward final results for that class.
- Each completed run will be timed electronically or by another approved timing method.
- A driver's fastest official run determines finishing position.
- Penalties are added to raw elapsed time.
- Times should be recorded to at least one-hundredth of a second.
- If fastest times are identical, the faster second-best official run breaks the tie. The next-best run or an authorized runoff may be used if the tie remains.

12. Course Penalties

12.1 Cone Penalty - One Second

A one-second penalty is added for each course cone that is:

- Knocked over.
- Moved completely outside its marked box.
- Displaced in a manner requiring it to be reset.

No penalty is assessed when a cone remains standing and any portion of it remains inside or touching its marked box. Each displaced cone counts separately. A cone displaced after the finish line counts when it is part of the defined finish area.

12.2 Did Not Finish (DNF)

A run is scored DNF when the driver:

- Fails to follow the designated course or misses a required gate or course element.
- Takes a shortcut or leaves the defined course in a way that creates an unfair advantage.
- Fails to cross the finish line correctly.
- Receives outside assistance during the run.
- Continues after being shown a red flag.
- Intentionally drives through course markers or operates recklessly.

A DNF does not receive an official elapsed time and cannot be used for placing.

13. Red Flags, Interrupted Runs and Reruns

- A displayed red flag means the driver must immediately slow down, stop safely off the racing line and wait for instructions.
- A driver must not attempt to finish a run after seeing a red flag.
- A rerun may be granted when a run is interrupted by a course obstruction, timing-system failure, emergency or another condition outside the driver's control.
- A driver who causes the red flag is not automatically entitled to a rerun.
- Penalties incurred before an interrupted run may be carried into the rerun when appropriate.
- The Event Director or designated Race Official decides whether a rerun will be granted.

14. Mechanical Failure and Rollover

14.1 Mechanical Failure

- Reduce speed immediately and move safely away from the primary racing line when possible.
- Remain restrained inside the vehicle unless there is fire or another immediate danger.
- Follow the directions of course workers.
- Do not attempt repairs on the active course.
- A vehicle leaking fuel, oil, coolant or another fluid may not return until inspected and approved.

14.2 Rollover

A rollover occurs when a vehicle rotates onto its side or beyond, whether it remains on its side or roof or returns to an upright position. Momentarily lifting one or more wheels without the vehicle reaching its side is not a rollover.

- A rollover immediately ends the current run, which will be scored as a DNF.
- The driver and passenger, if any, must remain inside unless there is fire or another immediate danger.
- Occupants must follow all instructions from course workers and medical personnel.
- The vehicle may not be restarted, moved or driven from the incident area until authorized by event officials.
- Following any rollover, the driver and vehicle are suspended from further competition.
- The driver must be examined and cleared by event medical personnel. Event medical personnel may also require evaluation of a passenger.
- The vehicle must be inspected and cleared by Technical Inspection. Required repairs must be completed before reinspection.
- Only the Event Director or a designated Race Official may authorize the driver and vehicle to return to competition after both Medical and Technical Inspection have provided clearance.
- Clearance does not guarantee a rerun or replacement of the DNF.
- Event officials may permanently withdraw a driver, passenger or vehicle when continued participation presents a safety concern.

15. Paddock and Facility Rules

- Paddock speed limit is 5 mph.
- Burnouts, donuts, drifting and testing in the paddock are prohibited.
- Vehicles may be operated only in authorized areas.
- Alcohol, cannabis and impairing substances are prohibited before and during competition.
- A person may not participate while impaired or while taking medication that prevents safe operation.

- Children and animals must be supervised. Pets must remain leashed and outside staging, grid and course areas.
- Fuel must be stored in approved containers. Fueling is prohibited while the engine is running.
- Spills, damaged barriers and unsafe conditions must be reported immediately.
- Participants must follow instructions from event officials and facility personnel.

16. Conduct, Enforcement and Official Authority

Participation is a privilege. Unsafe or unsportsmanlike conduct may result in a warning, time penalty, loss of a run, DNF, disqualification or removal from the facility without refund.

- Reckless driving or ignoring a flag or official instruction.
- Deliberately damaging the course or facility.
- Threatening, abusive or disruptive behavior.
- Cheating or intentionally misrepresenting driver experience or vehicle equipment.
- Entering an improper class to gain an unfair advantage.
- Tampering with timing or safety equipment.
- Allowing an unregistered person to operate a competition vehicle.
- Driving outside authorized areas.

16.1 Authority of Officials

- The Event Director has final authority over operations, class placement, penalties, reruns and safety decisions.
- The Technical Inspector may reject any vehicle considered unsafe and may reinspect a vehicle at any time.
- A designated Race Official may act within authority assigned by the Event Director.
- Immediate safety directions are final and must be followed without delay.

17. Results and Timing Questions

- Preliminary results will be posted after competition when practical.
- Timing or scoring questions must be submitted to the Event Director or Timing and Scoring Lead within 30 minutes after preliminary results are posted.
- Video or personal timing data may be considered but does not replace official timing.
- Final results become official after the review period closes and all decisions are issued.

FINAL SAFETY AUTHORITY

Nothing in these rules limits the authority of the Event Director, designated Race Official, Technical Inspector or medical personnel to stop participation, require additional inspection or impose a more protective procedure when conditions warrant.