

VEGA DIRT SERIES RULES 2020

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1. – GENERAL RULES

1.A - General Rule Guidelines

The rules in this publication are designed for the organized management of the series. All racers who participate in the series, and their parents or guardians, are required to be knowledgeable of the rules outlined and explained in this publication. The purpose of these rules and regulations is to implement clear guidelines that will serve as general standards which promote safety, fun, and fairness for participating racers and hosting tracks.

It is the sole responsibility of the kart driver/owner and their parent or guardian if driver is a minor, to operate and maintain in a safe manner any kart entered into competition at any series event. It is the responsibility of the hosting track to provide a well maintained track configured for series races.

1.B - Event Eligibility Age Categories

In the event a person under the age of 18 wishes to participate in the series, a Minor Release Form is required to be filled out at each series race and signed by a parent or guardian in the presence of a series management member. A copy of the racer's birth certificate or other approved legal document supporting age of racer must be submitted and kept on file with the series management.

Class age requirements are strictly adhered to unless there are safety concerns noted by race officials. A driver may be moved into the next age class if deemed necessary due to racer's advanced ability. January 1 is the date series competition age is determined.

A driver may either move up to the next racing level upon his/her birthday, or the driver may continue to race at the level in which he/she began the season. If any racer is found with falsified age documentation, they are subject to possible forfeiture of points, suspension or expulsion.

1.B.1- Proof of Age

All drivers in Rookie, Junior 1, Junior 2, Junior 3 must provide an official copy of their birth certificate. Masters drivers may use a copy of their driver's license as proof of age. This documentation will be kept on site as proof of age. Any driver who has not turned in age documentation will not be allowed to enter any class.

1.B.2 – Masters 35+ Class

A driver may start the season in the Masters class if they are 35 years old by the last posted scheduled race of the series. Masters drivers may use a copy of their driver's license as proof of age.

1.C - Cancellation / Change Policy

The Series has the right to cancel or change any race due to weather. They also may modify the schedule at any event when deemed necessary by circumstances beyond their control.

1.D - Pre-Entry

All pre-entry registrations are considered final and non-refundable, unless notification is given at least 24 hours prior to the gate opening time on the first day of the event. If a weather delay is announced, The Series will make every effort to either reschedule and make-up the event, or award rainout points.

1.E - Entry for Practice

Any participant taking part in any form of practice must be entered in at least one class before entering the track. Only one entry per driver per class will be accepted. Each driver will need to display current tech sticker before entering the track. Any driver found in practice without entering a class will be disqualified or suspended from the event.

1.F - Replacement Drivers

Replacement or substitute drivers will not be allowed under any circumstance.

1.G - Insufficient Funds

Any entrant who is not in good financial standing and has unpaid entry fees, pit passes, reserved pit spots, etc. will not be allowed to race, and may be subject to suspension from the series.

1.H. - Combining of Classes

The race director has the right to combine classes using these criteria: driver experience, lap times, or other factors related to safety or event expediency, however, they may not combine classes by age.

1.I - Determining Entry Classes and Count

The race director may limit the number of entries per class or session.

1.J - Drivers Meeting

Driver's meetings are mandatory for all classes. Junior drivers must attend along with a parent or listed guardian. There may be a roll call at the driver's meeting. Important information pertaining to schedule changes or combining classes will be announced, as well as safety reminders. Any driver not attending the driver's meeting will lose their fastest lap of qualifying. Repeat offenders may be penalized and made to start in the rear of the field.

1.K - Accidents

Any kart that has an accident is subject to inspection by a race official. If the inspection shows the kart is dangerous to the driver or other competitors, it will not be allowed to finish the race. If a racer becomes hurt, and is unable to weigh in after the event, the driver will receive points based on their finishing position. Any competitors judged to be driving aggressively and causing an accident will be disqualified, possibly suspended and/or face possible expulsion from the series. The judgment of the race director and officials is considered final in the penalties for aggressive driving accidents.

1.L - Driver Injury

Before any competitor involved in an accident or incident re-enters a race, they must first be given a release from the race officials, medics, or medical personnel to continue in the race. If a driver shows signs of injury, it is the best interest of the racer, and the other competitors to not allow them to compete in the remainder of the event. Advice from any healthcare provider will take precedence when judging driver ability to re-join competition safely.

1.M - Driver Transport

Any injured racer that had to be transported will be given points for the position they finish, without weighing in. Any racer given medical care at the race track, and not transported, may, at the Race Director's discretion, be allowed to not weigh in and obtain finish position points.

2. – PIT AREA RULES

2.A - Pit Crew / Family

Drivers are considered responsible for the behavior of their crew and family members. Unacceptable actions of crew members and family members will subject the driver to penalty or disqualification from the event and possible suspension from the series. Under no circumstances are pit crew or family to enter the track without permission from the track officials. If a crew member chooses to enter the racing area, and jumps the fence instead of using the gate, their driver will be subject to disqualification. When a parent needs to get to their junior driver, safety needs to be the first consideration.

2.B - Grid Area

The racing grid is considered a restricted area and needs to remain clear and safe. Race officials have the right to limit and control the number of people in the grid area. Failure to comply with any grid official directive may result in the associated driver receiving a disqualification, immediate removal from the restricted pit area, and possible suspension of racing privileges.

2.C - Restricted Areas

Any area which is accessed by pit pass entrance is under the control of the race officials. Anyone in a pit pass area, whether connected to a driver or not, is subject to all regulations regarding appropriate and safe behavior, and may be ejected from this area by the officials in charge if deemed necessary.

2.D - Open Flames

DO NOT DO THIS! The use of any type of open flame device for any purpose is strictly forbidden. Breaking this most dangerous rule may result in immediate removal and expulsion from that day's events.

2.E - Fire Extinguisher

All participants are required to have a working fire extinguisher in their pit area at all times.

2.F - Oil Containment

There is to be no oil, fuel, or other hazardous substance disposal in any areas other than the containers specifically designated for such purpose. Failure to comply will subject the driver to penalties.

2.G - Driving Karts in Pits

There is no driving of karts in the pits at any time.

2.H - Personal Vehicles

Any and all personal vehicles may be restricted from the pit area, and may at times, have to park a considerable distance from individual trailers. Attendees need to respect the pit areas of other drivers when choosing a parking space, and are required to follow the directives of track personnel in reference to parking. Wheeled motorized or human powered personal transportation vehicles may be restricted from the pit area at the discretion of the officials in charge.

3. - RACE GEAR

3.A – Safety Equipment Inspection

All personal safety equipment is subject to, and shall be available for, pre-tech inspection, and may be re-inspected at any time.

3.B - Helmet

It is mandatory that each racer wears a full-face helmet designed for competitive motorsports use, that comply with Snell Foundation specifications SA2010, M2010 or SFI 24.1, 24.1/2007(Youth), 24.1/2010(Youth), 31.1A, 31.2A, 31.1/2010, 31.1/2010, 41.1/2010, 41.2a or FIA 8860-2004 or Snell-FIA CMS/CMR2007 or ECE-22.05,24.1/2015, 30.1/2015, 41.1/2015 or newer are mandatory. For 2018: Jr 2007 and Sr 2010.

The helmet must have a full visor, be in good condition, and will be inspected prior to receiving a tech sticker. If the helmet shows any accident damage, it must have a recertification sticker showing it is safe to use. It is the responsibility of the racer, or in the case of a minor, the responsibility of the guardian to insure the helmet fits properly, and is fastened properly when the driver is on the track surface. Failure to follow any of these helmet rules may result in disqualification. Any helmet not meeting specifications will be held until end of event.

3.C -Neck Braces/Helmet supports

All drivers must wear a collar-type, unaltered neck brace designed for motorsports use. If the neck brace is lost during a session, either a black flag or the “meatball” (black with orange circle) flag will be waved. The driver will immediately enter the hot pit area to address the loss of the neck brace. Re-entry onto the track will be at the discretion of the race director or grid steward. Officials will make every effort to allow the driver to return to the track in a safe manner. Safety of all involved will be the determining factor in helping the driver with this issue.

Advanced neck and head supports are recommended for all drivers.

All advanced neck support manufacturers must be specified if requested by officials.

Approved advanced supports are:

EVS Evolution Race Collar, Leatt-Brace Moto Kart and Moto GPX, Valhalla 360 Plus Device, Safety Solutions R3 and D-cel.

Champ karts only; may use Hans Sport Series or Safety Solutions Hybrid systems.

3.D -Driver Apparel

Racing jackets are mandatory, and may be made of leather, vinyl, abrasion resistant nylon, or an equivalent. Drivers must wear full length pants. In addition, gloves, socks, and sturdy closed-toe shoes must be worn. Clothing must fit properly and be heavy enough to provide adequate slide protection. Nomex apparel is recommended for champ kart drivers. Flak jackets, or other chest protection devices are recommended for all drivers. All racers under the age of 13 years old are required to wear a chest protection device with SFI approved specifications 20.1 at all times while on race track.

3.E – Hair

Any driver with long hair must wear the hair secured and tucked, or wear a head sock or balaclava to prevent the driver's hair from extending below the helmet.

3.F – Cameras

No camera shall be mounted on the helmet in any manner. Cameras may be used, but must not block the vision of the driver, or the visibility of the number panels. Camera must be designed to bend or break away in an incident so as not to affect the safety of any driver.

4. – RACE PROCEDURES

4.A - Pre-Race Tech

Before entering the track, all karts and personal safety equipment (helmet, jacket, gloves, neck brace, chest protector) will be inspected for safety and adherence to the rules. Engines will be sealed and the seal number recorded. Karts may be safety teched on the grid by sniffing or draining carburetors prior to qualifying.

4.B – Weights

Any weights added to the kart in order for the entry to make weight must be white in color, marked with the kart number and securely attached to the kart. If under 7 pounds, weight must be attached using a bolt of at least 5/16" diameter, which is cotter-keyed or double nutted. If the weight is more than 7 pounds, there must be two 5/16" bolts or one 3/8" bolt, which are cotter-keyed or double nutted. Weights attached to the seat must have a washer on each side of the seat that is a minimum of 1 ¼" in diameter. Weight may be attached to the front bumper. No weight may be attached to any nerf bars or to the back bumper. No weight may be added to driver.

4.C - Transponder System

All racing transponders must be securely and correctly mounted before any racer enters the track for qualifying or racing. This is the competitor's responsibility. The transponder must be securely mounted on the left front upright nerf bar only. Any other transponder bag or mount must be removed. If the transponder is mounted incorrectly, the system may not pick it up, resulting in the racer not being scored. If any transponder fails to function during the race, the race director or scoring may either call the driver in to replace the transponder, or hand score the racer for the remainder of the session. Anyone who is unsure of the legality of their transponder or mount may see safety tech at the track for help and information. If a kart is not correctly scored electronically, and the kart in front and in rear can verify the position to the race director, the earned position may be granted.

4.D - Stopping on Track

Anytime a racer finds it necessary to stop on the track the driver must raise his/her hand or hands to signal that he/she is immobile. The driver is then responsible to move the kart to a safe area as soon as possible. Karts needing to be restarted under caution may only be started by one pit member, with permission, after the track has been brought under caution and all competitors slowed down. The driver must remain in a safe area with the kart and assist with pickup after the session is over. Junior drivers must follow the directions of any

safety officials when needing to stop on the track. At no time may a parent or mechanic enter the track without permission of a race official.

4.E - Direction of Travel

Participants are allowed to travel only in the normal assigned direction of travel on the track. Any racer that travels in the opposite direction by either pushing or driving their kart will be subject to disqualification and/or suspension. In the case of an accident, track officials may request drivers to travel in the opposite direction.

4.F - Re-entering the Track

Participants may re-enter the track during practice, qualifying, or races only with explicit permission of a race official. The re-entry point must be as far away from the racing line as possible so as not to pull into the hot racing line and create a dangerous situation with oncoming traffic. The re-entry point must also provide no time or distance advantage over other competitors. Failure to do so will subject the driver to disqualification and possible suspension of membership privileges.

4.G - Exiting the Track

Exiting the track at the completion of any event must take place only at the designated area. After exiting, racers are responsible to report immediately to the scale and/or impound area. Failure to scale and go to tech will result in ineligibility for points and awards.

4.H - Practicing out of class

Any competitor who practices in the wrong class or session will lose their fastest qualifying lap for all classes entered for the event. If this is the second offense, the competitor will be given probation, including the loss of fastest qualifying lap for the duration of the probation.

4.I - Scratch Entries

Anytime a driver is unable to make the feature, the race officials will adjust the grid with a new lineup, and the participants will shift the lineup according to their qualification order. The order will be adjusted ahead of time whenever possible. If a scratch happens during the warmup, karts will be moved directly forward.

4.J - Late to the Grid

All racers must be on the grid, in starting position, in the kart, and ready to race when the grid is released. If a competitor misses the release from the grid, they are considered late to the grid and may not race. If a competitor is on the grid and does not start, he/she has 90 seconds to enter the track and join the field, however, once the grid steward radios to the race director and/or flagman that the grid is clear, the 90 second rule is no longer in effect. Once the class is on the track, racers may re-start, but the starting flag may be thrown at any time. This covers qualifying and races.

4.K - Staging

All competitors must unload their kart in the staging area next to the fenced off grid line-up area. Kart stands must be moved from the middle of the staging area to keep the area open for traffic. No motors are to fire outside of the fenced grid area. Only one driver and one crew member are allowed inside the grid area at any time.

4.L - Racing Laps & Time Limits

Trophy classes:

Rookie and Junior 1 = 15 laps or 15-minute time limit

Junior 2, Junior 3 and Senior classes = 20 laps or 15-minute time limit

Pro Classes:

PRO Junior 1 = 15 laps or 15-minute time limit

PRO Junior 2 & PRO Junior 3 = 20 laps or 15-minute time limit

Senior Pro features = 20 or 30 laps or 15-minute time limit

4.M - Starts

Initial starts will be single file, with the green flag starting the race coming out of turn 4 at the orange cone/starting line. If the pole kart fires before the orange cone/starting line, the driver will be given a warning using hand signals or a black flag. If the pole kart fires early a second time, the pole kart will be moved back one spot.

If a caution comes out prior to one complete lap by the leader, there will be a complete restart with everyone getting their position back. If a second caution comes out, those involved in the caution will go to the rear of the lineup. This continues for the balance of the race. Any judgment calls are at the discretion of the race officials and considered final.

4.N – Restarts

After the first completed lap, restarts will be single file with the leader starting the race between turns three and four. If the leader has not accelerated before the orange cone/starting line, the flagman will wave the green flag. On restarts, after given the one to go, karts are to tighten up close to the bumper of the kart in front. Karts must be single file and travel at moderate speed for each restart. If a driver is lagging back more than two kart lengths, the kart behind is allowed to move up in front of the lagging driver. The flagman will indicate the restart by showing the rolled up flag or blinking the caution lights. Once given the restart signal, there may be no erratic moves that weave, scrub or zig zag the kart beyond the exit of turn two.

4.O - Cautions

If two karts make contact and cause a caution to come out, both karts will be sent to the rear. Any karts spinning to avoid the wreck after the caution is out will get their spots back. This is a judgement call and considered final. If you are deemed to be in the wreck, do not argue, go to the back.

The caution will not be thrown unless there is a dangerous condition on the track or a determination of rough driving by the track officials.

4.P.1 - Leader Lapping Karts

The leader is protected from lapped karts. If the leader is spun trying to pass a lapped kart, they will get their spot back. This only applies to the leader. Only exception is if the leader is being challenged by the second place kart for the lead, and a caution results due to a lapped kart, both leader and challenger get their spots back. Challenged for the lead means 2nd place kart has moved inside or outside of leader, not still behind. The lapped kart in question may be removed from the race at the race director's discretion.

4.P.2 - Karts Being Lapped

Any kart being lapped must yield to the blue flag rules. Drivers who are being lapped must give up the racing line, yield, and allow the lapping kart or karts to pass. The slower driver is to move high for the lapping traffic, and continue to watch for other karts coming around. Failure to follow blue flag rules may result in being disqualified. Any competitor who is lapped twice or more may be black flagged if they are deemed to be a safety issue in regards to their speed. This applies to both points/trophy and Pro races.

4.Q – Trackside Repairs

No repairs are to be made on the track! The only exception is to reinstall a chain. Drivers must pull to infield to reinstall chain and this is the only exception to work on any kart. This driver can only re-enter the track if a yellow flag occurs and then must go to the rear of the pack. Anyone stopping on the outside edge of the track surface attempting to make any repairs will be black flagged and removed from the race.

4.R - Scales

At the end of each qualifying session, heat, and feature, all karts must pass over weigh scales. Only drivers who pass weight tech are eligible for points, awards, and payouts.

The DQ means you are disqualified from the race just as if you never entered it. You will receive no finishing position, resulting in no points or awards for that race.

Example: 15 racers start feature that pays back 10 spots. Only 8 come across the scales and weigh. Those 8 will be the only finishers of the race. Only those 8 will be paid. Positions 9 through 15 don't exist as they were disqualified. In this example, if you finish all the laps of the race, and do not weigh, someone completing 1 lap and weighs will be listed as the 8th place finisher, the last racer of the event. You will be disqualified (DNW) and receive no points or payout. They will receive them. **YOU MUST WEIGH, AND MEET WEIGHT, WHEN YOU COME OFF THE TRACK TO BE ELIGIBLE FOR AWARDS OF ANY KIND.**

You must exit the track at the designated area, not through the pits or another area. Failure to do so will result in a DQ as the integrity of the weighing of the kart has been compromised by exiting to an unsecured area.

No mechanics, friends or family are allowed in or beyond the scale house. Track scales will be considered the official scale and no exceptions will be made on minimum weight requirements. Any competitor even one-pound light, will be disqualified. All racers must remove and turn in their transponder while on the scales. Drivers will be charged for any unreturned or damaged transponders.

4.S - Post-Race Tech

At the scale and tech area, the top 3 to 5 finishers in any session will be directed to report to tech, where the tech inspector will check for legality. Any broken or modified engine seal will result in a disqualification. One mechanic and tools will be needed to tear down any requested tech items. No additional engine or chassis parts are allowed in the tech area. If there is any question needing clarification to determine legality, the tech official may consult with tech committee members. After the finals, the top 3 to 5 competitors need to anticipate a complete teardown. Only one crew member - two for Jr. Classes - are allowed past the fence leading to the scale and tech area. Karts may leave only after being dismissed by the tech inspector.

The top 3 to 5 drivers in each class will be directed to the podium for photos during the weigh-in and tech process. Please cooperate with the photographer so the series has winner photos.

5. – FLAGS

5.A - Green Flag

The green flag is used during practice and races to indicate that the race has started, and that the track is clear. The green flag may be supplemented by green lights as well. The green flag is used to start a race, and to restart a race after a yellow or red flag. If a rolled green is displayed along with a yellow, it indicates one lap to green. Once a green has been thrown, green-flag conditions are understood even though a flag may not always be displayed, until another color flag is presented.

5.B - Yellow Flag

When a waving yellow flag is displayed, drivers must slow down due to a hazard or danger on the track. The yellow flag may be supplemented by yellow lights. If the yellow flag is displayed in a corner, drivers are to proceed with caution and no passing is allowed in the yellow flag corner or until the hazard is passed. If the yellow flag is displayed at the starters stand, it is considered a full course yellow, and the field is locked into place. This means no one is allowed to pass and there is no racing back to the start/finish line. Under the yellow flag, drivers are to reduce speed, stay in line, maintain at a close interval with the kart directly ahead, and proceed with caution.

5.C – Blue

A blue flag is displayed to signal to a slower driver that he/she is being lapped. The slower driver must give up the racing line, yield, and allow the lapping karts to pass. The slower driver is to move high for the lapping traffic, and continue to watch for other karts coming around. Failure to yield under the blue flag will result in a disqualification.

5.D - Red Flag

A red flag or red lights will be displayed when a situation is too dangerous to allow the session to continue. All competitors are to come to a complete stop as quickly and safely as possible. The flagman and race director will direct competitors to the proper area to park. Drivers may be directed to proceed to the front stretch or other designated area if it can be done safely. Any driver disobeying a red flag shall be immediately disqualified. Participants, spectators, crew or family members are not allowed on the racing surface during a red flag unless given permission by the race director. There is no working on karts during a red flag. Drivers should stand near their karts but not close enough to appear to be working on them.

5.E - Crossed Flags

Two rolled crossed flags are used to signal the halfway point in the race.

5.F - White Flag

When there is one lap remaining in the race, the white flag is displayed from the flag stand. The white flag will be followed only by a checkered flag. If a caution is thrown during the white flag lap, the finish reverts back to the previous lap completed by the full field. The white flag is a courtesy, and is not mandatory.

5.G - Checkered Flag

A checkered flag signals the end of the race and follows the white flag lap. The first driver to take the checker is considered the winner of that class or race. After crossing the finish line and taking the checker, all drivers are to slow to a safe speed and exit the track. The checker may be displayed along with a yellow or red to indicate a caution, and under those conditions, racing to the checker is prohibited (no passing allowed). The checker may also be displayed with a black flag to signal the finish is under protest/review, that the finish order is subject to review, that possible actions by race officials may change the results, or that possible penalties may be announced.

5.G.1 - Completed Race Due to Yellow / Black Flag

Any race which finishes under yellow and black flag conditions is considered under official review. When a ruling is made as to what happened, the finish may revert back to the last completed lap as the base of the finish. It is at the discretion of the race director as to the final finish order, and penalties may be assessed for the drivers involved in bringing out the caution. Any judgments are considered final.

5.H - Black Flag General Information

A black flag is waved to indicate unsafe or missing equipment, or inappropriate driver behavior. The driver must leave the track immediately and see the race director to fix or address the problem. Black flag penalties will be recorded and tracked for penalty assessment in the overall series (see following entries).

5.H.1 - Black Flag for Unsportsmanlike Conduct

It is at the discretion of the race director to determine what constitutes unsportsmanlike conduct. Any racer who is given a black flag offense for unsportsmanlike conduct, will not be allowed to use the offending race as their “drop race” for end of the year points.

5.H.2 - Black Flag for Driving Infraction

A rolled black flag will be used as a warning and indication of unsafe or unsportsmanlike driving. A waving black flag will result if the rolled flag is ignored or does not correct the behavior. Any driver who is given a waving black flag due to an on-track driving infraction such as bumping, pushing, blocking, rough driving, or other unsafe or unsportsmanlike activity will leave the track immediately and receive a penalty.

Time of Infraction Penalty

Practice – at race director’s discretion.

Qualifying – move starting position to last place.

During a Race – no points awarded.

Depending upon how severe the infraction, further penalties may also be assessed.

Failure to leave the track after receiving the black flag for two laps may also result in additional penalties. While on the track, a driver may not leave his/her kart to approach another driver. Any competitor doing so may be disqualified from the event, and receive an un-droppable zero points. If any racer is repeatedly disqualified for the same infraction, or has numerous different infractions, he or she may have the same consequences or penalties as unsportsmanlike conduct at the race director’s discretion.

If a competitor is given a black flag penalty in this category, the race may be dropped in calculating points for the end of series awards.

5.H.3 - Black Flag for Mechanical or Safety Violation

A waving black flag may signal a mechanical or safety violation. A technical/mechanical violation is given for having an unsafe kart, for example tire rubbing, muffler missing, bodywork protruding, etc. Any flagged technical violation that could potentially improve performance, such as missing muffler, which happened during qualifying, will result in the racer starting in the rear of the field. A safety violation is given for missing neck brace, hair flowing out from under the helmet, broken muffler, etc. Any black flag of either type, given during the feature will result in points earned for your finishing position in the race. Any driver who does not comply with the waving black flag on two consecutive laps will no longer be scored and will be disqualified. If a competitor is given a black flag penalty in this category, the race may be dropped in calculating points for the end of series awards.

6. - PROTEST

6.A - Protest Guidelines

All protests must be submitted in writing and acknowledged by an official in registration within 30 minutes of the completion of the race that is being protested. In the case of a scoring protest, the protest form must be submitted within 30 minutes after the official results have been posted. Protests will not be accepted after 30 minutes. A protest may only be submitted by a legal entrant from the same class that is being protested, and must be signed by that one entrant. An entrant who has been DQed for any reason may not file a protest in the same class.

Once the official has accepted a protest, additional protests for the same infraction will not be accepted. Official protest forms will be made available in registration and post tech. The written protest must be specific in describing the rule which is being protested.

Every effort will be made to resolve all protests at the track before the weekend event ends. If needed, the tech committee will be involved.

Equipment protests cannot be submitted for non-performance items.

Verbal protests will not be accepted.

6.B – Protest Fee

There will be a \$130.00 fee for each protest. If the protested kart is found to be legal, the protested kart gets \$75.00 of the protest money, and the series receives \$55.00. If the protested kart is illegal, the driver filing the protest gets their money back.

6.C – Protest Procedure

If a competitor wishes to protest the age of another competitor, they may do so in writing to the race director. The written protest must take place before the start of the race in question. Age protests will not be accepted after the event. Race series officials will make every effort to verify age of competitors at registration.

If a competitor wishes to protest the eligibility of a Semi-Pro competitor, they may do so in writing to the race director. The written protest must take place before the start of the race in question. Semi-pro drivers found to be ineligible will forfeit any winnings, will receive a DQ, and face possible suspension.

If a kart specification is protested, the protesting driver's own kart may also be subject to full inspection. If an engine specification is protested, the protesting driver's engine may also be subject to full inspection.

Anyone filing a protest on another competitor's equipment must keep his or her own equipment in the impound area following the race, until the protest has been resolved. Once a competitor's equipment has been removed from the impound area, he or she has waived the right to file a protest on another competitor's equipment regardless of whether 30 minutes have elapsed from the completion of the race in question.

If the protested kart is illegal, the protest is complete. If the protested kart is determined to be legal, the driver filing the protest is then required to tear down their motor as well. The race director has the right to refuse a protest if it is considered harassment or excessive.

IMPORTANT: A protest does not buy anyone the right to "look" at another karters motor. Tech will be done by the Series tech inspector. All decisions will be binding and final. Only one person from each motor will be allowed in the tear down area.

6.D - Tech Committee

If a protest goes to the technical committee, it will be reviewed by three peers in the kart racing industry. The tech official, after discussion with the race director, will present the item in question to the committee, and each member will give their review of the legality of the part. The tech committee consists of: Mike or Lee Capps, and TJ Newton.

7. – CODE OF CONDUCT

7.A - Racers' Etiquette / Spirit & Intent

The series is meant to be a time for family friendly, fun racing. It is being promoted and established as an event the whole family can enjoy. The series management expects everyone in attendance to follow, at the minimum, the standard racer's etiquette. This encompasses everyone in attendance at the track, including drivers, crew, family members, spectators, sponsors, and guests.

Although, we understand that a certain amount of frustration is natural with any intense sport; physical altercations, verbal assaults or threats, or any means of intimidation will not be tolerated at series events on or off the track. Disqualification and possible ejection from the series event will follow any and all unacceptable behavior whether it takes place at the series event, before or after the event by way of social media, telephone, email, snail mail, internet forums, or face-to-face.

The term "spirit and intent" is based upon the perception of the attitude and disposition in which an infraction has occurred or been committed. All areas of karting cannot possibly be addressed in a rulebook. When officials encounter times when certain infractions are not specifically addressed, then the spirit and intent of the karter and his/her team must be considered, judged, and acted upon by the officials.

7.B - Safe Racing

The Series officials have many years of racing experience and understand close contact racing. It will be the right of the race officials to determine if and when any racing behavior crosses the line between "pushing/rubbing" and the intentional purpose to take out a competitor. Consider this rule to be a warning that any close contact racing that shows dangerous intent may result in a black flag, position penalties, disqualification, or expulsion from the series.

7.C - On the Track

At any time the track is considered hot or active (practice, qualifying, racing, red flag period) spectators, pit crew or family members are not allowed on the track. Exceptions to this rule are extenuating circumstances in which specific permission may be given directly from series race officials.

Aggressive driving is prohibited and considered unsportsmanlike. On the grid, track, pits, and scale area, aggressive driving will not be tolerated. Included in the definition of aggressive driving is but not limited to: bumping, crowding, blocking, chopping, pushing other karts, or intentionally causing an accident. If race officials determine that a driver or his/her crew is acting in an unsportsmanlike manner, he/she may be disqualified and is subject to further penalties which may include suspension from the series.

If race officials rule that a driver demonstrates unsafe or inadequate driving skills at any time, the driver may be disqualified.

7.D - Drugs and Alcohol

Drivers and their crew may not be under the influence of alcoholic beverages or any controlled substance. If determined by series officials that a competitor, crew member or attendee is inebriated or exhibiting erratic behavior, they may be subject to removal from the restricted area and/or premises. Alcoholic beverages may not be consumed by any individual at the track until all racing events are concluded for the day.

8. - MISCELLANEOUS RULES

8.A - Rain-out

When races are cancelled due to a rainout, and the cancellation comes after qualifying, points and awards will be given according to the qualifying order. If the rainout comes before qualifying, each driver entered in the class will receive 50 points.

8.B - Incomplete Race Due to Inclement Weather

If a race has already started and is cancelled due to weather, it is considered finished only if more than half the laps were run. Only scored green flag laps will count in this determination.

8.C - Race Shortened Due to Weather or Unforeseen Circumstances

In the case of inclement weather or unforeseen circumstances, the race director reserves the right to adjust the number of laps to compensate for lost time.

8.D - Video and Photography

Each participant who has entered in any class, grants the Series permission to use any still or video photography in any publications or social media posts.

8.E - Points Structure

All points in the Vega Dirt Series will follow this structure:

1st Place - 50 points
2nd Place - 48 points
3rd Place - 47 points
4th Place - 46 points
Each position after 4th - 1 less point
Minimum points received - 25
Fastest qualifier - 1 point
1 point for racing all events (6) in same class
Best 4 of 5 events count toward championship
Must run minimum of 3 of the 5 races to be eligible for awards.

8.E.1 – Points Tie Breaker

In the event of a tie in year end points, the tie will be broken by the highest finish in non-dropped races. For example: the most wins, seconds, thirds, etc. will be considered. If a tie still exists, the next tie breaker will be the competitor with the best qualifying record for the season.

8.E.2 – Awarding Event Points

A driver who enters the class, comes to the grid for a qualifying attempt, and weighs in after qualifying, will receive points for the race. If a driver is unable to take the green flag in the feature race, they will still be awarded series points behind the last finisher of the race provided they weigh in and pass tech. Driver must take the green flag in the feature to be eligible for event payout and awards.

8.E.3 - Eligibility for Series Awards

Any driver who did not attend 3 or more races will not receive any series awards. Any class that did not average 5 or more participants for the season will not receive any series awards.

8.F – Pro Payout Rules

Pro or Semi-Pro drivers that do not take the green flag in the feature race are not eligible for any payout.

8.G – Tire Modifications

The modification of a tire by grooving or siping is not allowed. The contact surface of the tire must remain a smooth surface. Tire profiling is legal, as long as the surface of the tire remains smooth.