

Virginia Dirt Karting Association 2011 Rule-Book

Gates open at 6:00 AM. Practice begins at 8:00 Am. Time Trials begin at 12:00 PM. At 6:00 PM, if qualifying is not complete, it will be stopped and the races will begin. If qualifying is not completed, for the first event of the season, pills will be drawn to determine starting positions and for any races after that, the current season point standings will be used to set starting positions.

VDKA, though not associated with WKA, will use the WKA Tech Manual for most rules. Some exceptions will be:

- Tire prep will be allowed. Open flames of any type will not be allowed.
- Weights: VDKA requires any weights >5 lbs. mounted on one weight tab to be secured by a 3/8" bolt and all weights must be double-nutted.
- The front faring specifications (shape of faring and protective strips) will not be followed by VDKA.
- Stock Animal valve lift, measured at the valve spring retainer, with no lash, is .255 max. There is no length tech on the valves and valve spring tech is the same as 2008.
- Tires will be:
 - Maxxis HT-3, Firestone or Maxxis EL for Clone classes
 - Unlimited All Stars- open tires
 - All WKA rule changes, after the initial annual Tech Manual has been issued, must be approved by the VDKA Tech Committee and communicated to the Organization Membership before going into effect.
 - All Clone classes will be teched by the Tech specifications posted on the VDKA Website.
 - There is a \$200. claim allowed in all Clone classes. The claimer must finish in the top five in that class and must have a written claim, with \$200 cash presented to the tech director within 10 minutes of the checkered flag falling for that class. If the engine is found to be illegal during the tech procedure, the claim is voided.
- The Clone engine being claimed will be minus the following components:
 - Top aluminum plate
 - Fuel pump
 - Exhaust header/muffler
 - Air filter & filter adapter
 - Clutch
 - Throttle linkage
 - Engine mount
 - Chainguard
 - Restrictor plate

Race Registration

Pre-registering requires a VDKA membership. The cost of membership is \$20.00 for the year. This registration also reserves a permanent kart number for the season.

Entry fees are \$45.00 for the first class and \$25.00 for all additional classes. Pre-registration must be **RECEIVED** no later than the Saturday before the race date. Late registrations will be taken to track and added to that day's sheets.

Registration at Track: Entry fee will be \$55.00 for the first class and \$35.00 for all additional classes. Pro Animal-Heavy and Pro Champ Class entry fee is \$60.00.

Pit Passes will be sold at the tracks for \$12.00. VDKA will approve any changes to this cost and communicate to our racers ahead of time.

Race Information

All drivers must be entered into a class before practicing. There must be a minimum of 10 karts in a class for at least five events to be eligible for year end awards. No registration refunds after pre-race tech. For championship points, VDKA counts the best five races, with one dropped race allowed. Competitors must run at least one green lap in a race and weigh in correctly to receive points for that race.

Relief Drivers

There are no relief drivers allowed in any VDKA race/class.

Reserved Parking

Contact the tracks directly for parking information. The appropriate phone numbers are listed with the 2009 Race Schedule.

Track Management

At each VDKA event, that track is rented by the VDKA. While we depend on the track owner/personnel to have the track prepared for the event, VDKA will co-manage the track itself with the track owner/personnel. VDKA will appoint a "Track Management" committee to assist the track owner with decisions related to managing the track surface to help insure that optimum track conditions exist for our competitors throughout the event. Some responsibilities of this committee are:

- Evaluate practice times related to track and weather conditions
- Manage racing surface related to water addition and possible rework for rough track conditions
- Each race track is responsible for having a working pump around at their track for every VDKA event. A working pump around is defined as a system that has the capability to remove fuel from full tanks into a reservoir and pump the contents of that reservoir back into the competitor's empty fuel tank. Each pump around station must be designed to accommodate two lanes of karts (one lane on each side of the station). The race track is also required to supply personnel to operate the pump around and to direct kart traffic into and through the pump around.

Kart Numbers

All Karts will be required to have 4 Legible Numbers on the Kart to be scored. If Scoring determines the numbers are Non-Legible, the Karter will have to change the numbers as to the approval of Scoring, before being allowed to participate. If in doubt, check with scorekeepers prior to time trials beginning. Having 4 numbers that are readable by VDKA scorers is a **pre-tech required** item. Chrome numbers, red numbers on black or black numbers on red or blue are not permitted. Champ karts must display numbers on both sides of their upper roll cage. If competitor's numbers are found not readable by VDKA officials, the competitor will be notified and will be required to change them to something that is readable before the problem kart is raced. Approved numbers are mandatory and must be installed before the kart can be approved in pre-tech.

Flagging

Adherence to flags displayed by the VDKA Flagman during practice, qualifying and races is mandatory. Disregard of a displayed flag, anytime during the event,

will result in disciplinary action by the VDKA Board.

Race Format

The race format is as follows:

- Practice by combined classes per our practice schedule
- Qualifying by Time Trials
- Second round qualifying, based on total number of karts
- Races will be 20 laps unless the time factor causes them to be reduced

The maximum number of karts in a class will be 30. When the number of entries per class exceeds 30, the top 20 qualifiers will be in the race. Qualifiers from 21 starting position back will run in second round qualifying to determine the remaining 10 spots.

Champ karts will qualify with a maximum number of 6 karts on the track.

DRAFTING DURING QUALIFYING IS PROHIBITED. THE FLAGMAN WILL DELETE LAPS WHERE DRAFTING OCCURRED. Competitors receiving the blue flag during qualifying are required to separate.

Time trials will determine the race starting order for each class except for Kid Karts. Clock officials will wait one minute at the end of each class for all competitors who have not qualified. Each competitor must qualify with his/her respective class/group. Competitors who fail to qualify with their assigned group and qualify with another group will forfeit their fastest lap of qualifying.

Competitors who fail to qualify will start in the rear of the field unless the field is large enough to require second round qualifying, then the person must qualify in the second round. If a kart is missing when the last group of his/her class is ready to qualify, an announcement will be made that the driver of the missing kart has one minute to join the last group. If he/she is then not present on the grid with the kart, qualifying will not be allowed.

Kid Karts will run their exhibition race between the time trials and the first feature race of that day.

Transponders must be attached to the front of the kart, behind the front faring for Sprint Karts and on the front of the left side nerf bar for all Champ Karts

ALL DRIVERS ARE REQUIRED TO MAKE AN EFFORT TO INSURE THEIR TRANSPONDER IS ON THEIR KART, MOUNTED CORRECTLY, BEFORE ENTERING THE GRID TO QUALIFY OR RACE.

Maximum time for a race event

VDKA is constantly working to manage the timing of our events. With 20+ classes on our schedule, it's important for us to manage the total time each class is on the track during a race. We have established a maximum time of 20

minutes per class to accomplish each race. The 20-minute time starts when the flagman shows the first green flag. If a red flag is shown, the 20 minute time will stop until the green flag is shown again. This will insure that an incident on the track involving emergency response personnel will not impact the actual time limit of the race. After that, the flagman or race director will monitor the time taken for that race. When 20 minutes have passed, the flagman or race director will stop the race if another yellow or a red flag has to be displayed. After this final caution/race stoppage, the field is lined up; the flagman indicates that this is the final restart, by holding up the white and checkered flag. The field moves out, comes around and takes the GREEN FLAG, comes around for the WHITE FLAG and then completes one more lap for the CHECKERED FLAG.....so basically two more laps are completed after the race has been stopped for a yellow or a red flag after 20 minutes have elapsed. The race will then be called a completed event and the scoring at this time will determine all finishing positions.

VDKA Trophy System

- 2-3 Karts = 1 Trophy 4-5 Karts = 2 Trophies
- 6-7 Karts = 3 Trophies 8-9 Karts = 4 Trophies
- 10 or more Karts = 5 Trophies

Tech Procedures

If a competitor does not accept the VDKA Tech Official's findings, he must submit a written protest within 30 minutes of the call along with a \$100 Protest Fee. The protest and part is given to the VDKA Tech Advisory Committee who will examine the part/protest to make the final determination. **THEIR DECISION IS FINAL.** The responsibility of the Tech Advisory Committee is to decide if the part either met or failed, by the description of the Tech Manual, not to decide whether the Tech Manual is correct or not. (See page 6 for Tech Advisory Committee personnel).

If the part is found to be illegal, no money will be returned, the driver will be "DQ'd" from that event and the part will be confiscated by VDKA. If the protested part is found legal, the \$100 will be returned to the driver and his race finish restored. Protested funds not returned will be the property of VDKA. The Tech Advisory Committee will attempt to meet the night of the race and a decision will be made unless there are questions involving the part that require additional information to insure the proper call is made.

The top five finishers in **all but seven classes** will be teched by the "Outside Tech Official", with the engine remaining on the kart.

Seven classes will be selected at each race for a more extensive tech. These classes will be managed to insure all classes will be teched by this method, as close to the same number of times during the season as possible. When one of these classes is chosen to be teched, the winner of the class will draw a pill which is marked to identify the exact tech in that class for the top two finishers. There is a "signoff" pill that could be drawn. If the "signoff" pill is drawn, the top five finishers in the class may elect to sign off meaning the only tech done will be with the engines on the karts. If there are one or more racers finishing in the top five who do not elect to sign off, the winners engine will receive a "shortblock"

check and the second place engine will receive a similar tech. Tech officials will decide on the amount of tech for the final three finishers.

Protest of another competitor's engine

If a competitor wishes to protest another competitor's engine, the protest fee is \$100 paid to VDKA and the below steps must be followed:

1. The protest must be in writing and done within 30 minutes of the race ending. (The race end is determined by computer scoring which contains the exact time the race ended)
2. The protestor's kart/engine must remain in the tech area until the tech procedure for the engine being protested is complete.
3. The protestor can only protest the competitor's engine finishing directly in front of him/her. (e.g. if the protestor finishes fourth, he/she can only protest the third place finisher, no other finisher in the race).
4. If, after the engine teardown, the engine is found to be legal, the engine owner receives \$50 and the Tech person receives \$50.
5. If the engine is found to be illegal, the protestor receives \$50 back from VDKA and the Tech person receives \$50.
6. The Tech team's decision is final.

VDKA Bad Weather System

If bad weather causes qualifying to be delayed or a race to be discontinued, qualifying/race schedules may change as follows:

- At 6:00 PM, if qualifying has not started, pills will be drawn at the first race or points will be used at all other races to determine qualifying positions, if the weather allows.
- At 6:00 PM, if qualifying is underway, it will stop. If a class is qualifying at 6:00, that class will be continued until completion. Pills or points will determine race starting positions for all classes not qualified.
- All classes qualified before 6:00 will use their qualifying times as starting positions, even if bad weather causes qualifying in the remaining classes to be cancelled.
- At 6:00 PM, if bad weather is present and the forecast is for the bad weather to continue, the race may be called either a rainout with a makeup date or, if a minimum of 16 classes has completed qualifying, the race will be called a completed event.

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- If less than 16 classes have qualified and the bad weather is not forecasted to leave, the race will be rescheduled to the scheduled rain date.
- If the rain date has already been used and the bad weather is still present and forecasted to continue, any time after 6:00 PM, the race can

be called a completed event and all registered competitors will receive first place points. There will be no second rain date for a race cancelled due to bad weather.

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2011 VDKA Race Schedule

March 26 Margarettsville

April 16 Amelia

May 14 Capital City

June 4 early rain date

June 25 Margarettsville

July 30 Amelia

Sept 17 Capital City

Oct. 1 rain date

Track Promoters

Bud and Brenda Byrum Margarettsville Speedway
mvillespeedway@dishmail.net
252-589-2750

Lee Bradbury Amelia Motor Raceway
H :804-561-7586
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[Mike Beazley](#) Capital City Speedway
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VDKA 2010 Competition Classes, ages and weights

Class Age Weight

1. Jr. Sportsman I Light Raptor or Animal 8-10 265
2. Jr. Sportsman I Heavy Raptor or Animal 8-10 265
3. Jr. Clone Blueplate 8-12 290
4. Jr. Sportsman 2 Light Raptor or Animal 10-12 290
5. Jr. Sportsman 2 Heavy Raptor or Animal 10-12 290
6. Jr. Spts.2 Champ Light Raptor or Animal 8-12 315
7. Jr. Spits. 2 Champ Heavy Raptor or Animal 8-12 315
8. Restricted Jr. Light 12-15 320
9. Restricted Jr. Heavy 12-15 320
10. Jr. Champ Animal Light 12-15 360
11. Jr. Champ Animal Heavy 12-15 360
12. Clone Medium 350 15+ up
13. Clone Heavy 375 15+up
14. Clone Super Heavy 15 + up 400
15. Stock Super Heavy Animal 15+up 400 (Max kart weight 200 lbs.)
16. Sr. Champ Light 15+up 425
17. Sr. Champ Heavy 15+up 425
18. Champ over 35 35+up 425
- 19..Clone Pro Heavy 15 + up 375, Maxxis and Firestone tires
20. Animal Medium 15+up 350
21. Animal Heavy 15+up 375
22. Unrestricted Junior Clone 12-15 320
23. Unlimited All Stars 18+up weights vary
24. Yamaha 15+up 350 & Tag 325
25. Animal Heavy or Clone Heavy Pro 15+up 375 (non-points class, must also be entered in another Animal or Clone Senior, non-Champ, Sprint Class)
26. Champ Heavy Pro 15+up 425 (non-points class, must also be entered in another Animal Senior Champ Class)
27. Kid Karts ** 5-7 125

A competitor's racing age is determined by their age on Jan 1st, 2010. A competitor may move up in class upon reaching the required age during the year, but will forfeit points in the prior class and cannot move back to previous class.

*** Post-race tech of Tag engines will be managed by VDKA Tech Officials.

** Kid Karts will follow the WKA rule book for chassis and engine.

Kid Kart components failing to comply with WKA rules will result in the following penalties:

- First offense: \$50 fine
- Second offense: \$150 fine and one race suspension
- Third offense: \$300 fine and out for remainder of season