



# MPH Ignite Karting Nebraska

## 2026 Race Series Rules

### April 2026, Ver 1

<b>100 - GENERAL</b> .....	4
100.1 - KNOW THE RULES .....	4
100.2 - SPIRIT AND INTENT .....	4
100.3 - RULE REVISIONS .....	4
100.4 - SUPPLEMENTAL RULES .....	4
100.5 - CODE OF CONDUCT .....	4
100.6 - SOCIAL MEDIA CONDUCT POLICY .....	5
100.7 - MEDICAL CONDITIONS OF COMPETITORS .....	5
100.8 - RACE OFFICIALS .....	6
100.8.1 - MPH MANAGEMENT .....	6
100.8.2 - RACE DIRECTOR .....	6
100.8.3 - TECH DIRECTOR .....	6
100.8.4 - FLAGMAN .....	6
100.8.5 - TIMING AND SCORING .....	6
100.8.6 - GRID MARSHAL .....	6
100.8.7 - CORNER WORKERS & TRACK SAFETY WORKER.....	6
100.9 - CLASSES AND AGE REQUIREMENTS.....	6
100.9.1 - IGNITE SERIES .....	6
100.10 - AGE REQUIREMENT GUIDELINES .....	7
100.11 - NOVICE COMPETITORS .....	7
<b>200 – SAFETY</b> .....	8
200.1 - COMPETITOR EQUIPMENT .....	8
200.2 - HELMETS AND HELMET-MOUNTED CAMERAS .....	8
200.3 - NECK BRACES .....	8
200.3.1 - LOSS OR LACK OF NECK BRACE .....	8
200.4 – LONG HAIR.....	8
200.5 - DRIVING SUITS .....	8
200.6 - RIB PROTECTORS .....	8
200.7 - CHEST PROTECTORS .....	8
200.8 - GLOVES .....	8
200.9 - FOOTWEAR .....	8

200.10 - CAMERAS .....	9
200.11 - RADIOS .....	9
200.12 - TRANSPONDERS .....	9
200.12.1 - TRANSPONDER RENTALS.....	9
<b>300 – TECHNICAL .....</b>	<b>9</b>
300.1 - TECH INSPECTION/TECH AREA .....	9
300.2 - KART NUMBERS .....	9
300.2.1 - NUMBER VISIBILITY .....	9
300.3 - WEIGHT BALLAST .....	10
300.4 - BODYWORK FAILURE .....	10
300.5 - TIRES AND ENGINE .....	10
300.5.1 - TIRE TREATMENT AND ADDITIVES.....	10
300.5.2 – ENGINE CLAIMING.....	10
300.5.3 - CHASSIS REPLACEMENT .....	10
300.6 – TIRES, TREATMENTS AND ADDITIVES.....	10
300.7 – ENGINE CLAIMING.....	10
<b>400 - ON TRACK .....</b>	<b>11</b>
400.1 - FLAGS .....	11
400.1.1 - GREEN FLAG .....	11
400.1.2 - YELLOW FLAG .....	11
400.1.3 - RED FLAG .....	11
400.1.4 - BLACK FLAG AND NUMBER BOARD.....	11
400.1.5 – ALL BLACK FLAGS .....	11
400.1.6 – WHITE FLAG .....	11
400.1.7 - CHECKERED FLAG .....	11
400.2 - BLIND TUCKS ARE PROHIBITED .....	11
400.3 - HANDS MUST ALWAYS BE ON THE STEERING WHEEL .....	12
400.4 - EMBELLISHMENT RULE .....	12
400.5 - RE-ENTERING THE TRACK .....	12
400.6 - RESTARTING ENGINES AND EXITING THE KART WHILE ON TRACK .....	12
400.7 - PASSING ETIQUETTE .....	12
400.8 - BLOCKING .....	12
400.9 - INTENTIONAL/AVOIDABLE CONTACT .....	12
400.10 - ACCIDENTS .....	13
<b>500 - RACE PROCEDURES .....</b>	<b>13</b>
500.1 - DRIVERS MEETING .....	13
500.2 - GRID 60 SECOND RULE .....	13
500.3 – FORMATION LAP .....	13
500.3.1 – FORMATION LAP TIRE WARMING .....	13
500.4 - TRAM LANES .....	13

500.4.1 - TRAM LANE PENALTIES: .....	13
500.5 - ROLLING START - START ZONE .....	13
500.6 – MANIPULATING THE START .....	14
500.7 – RESTARTS .....	14
500.8 – POST-RACE TECH INSPECTION .....	14
500.9 – RACE CANCELLATIONS, AND/OR POSTPONEMENTS .....	14
500.10 – RAIN-OUT / INCLEMENT WEATHER .....	14
<b>600 - PENALTIES</b> .....	15
600.1 - PENALTY PROCESS .....	15
600.2 - DISQUALIFICATION (DQ) .....	15
600.3 - PROBATION .....	15
600.4 - SUSPENSION .....	15
<b>700 - CHAMPIONSHIP</b> .....	16
700.1 - CHAMPIONSHIP POINTS REQUIREMENTS .....	16

## **100 - GENERAL 100.1 - KNOW THE RULES**

By participating in any MPH Ignite Karting Nebraska event, competitors and crew members agree to take on the responsibility of knowing and following the rules set forth in this document, and agree to always hold safety, fairness, and sportsmanship in the highest regard.

100.2 - SPIRIT AND INTENT: If this rulebook does not say you can, you can't. Rules and regulations offered in this book are subject to the term "spirit and intent" and apply to the technical aspects of kart racing as well as to the actions of competitors, crew members and family. No one is to "read between the lines" in an effort to circumvent the rule's spirit. Final interpretations of these rules lie with MPH, not the competitor. If you are the type of person that is intent on finding loopholes, then it is imperative that you re-evaluate your association with the Ignite Karting Nebraska series and MPH. The "Spirit and Intent" rule allows the Race Director's sole discretion to make timely decisions and resolve disputes. If you are contemplating a technical undertaking that is not directly addressed in any of the Ignite Karting Nebraska rulebooks, please contact the Race Director to ensure it is legal and will be allowed.

100.3 - RULE REVISIONS: MPH has the right to change, add or remove any rules at any time. Any changes to the rulebook will be announced at the next drivers meeting, posted on the MPH website, and notification of the change emailed to competitors.

100.4 - SUPPLEMENTAL RULES: The Race Director or MPH officials can implement supplemental rules at any event. Supplemental rules will take precedence over any written rule. Any supplemental rule will be delivered to the competitors in written or verbal form.

100.5 - CODE OF CONDUCT: MPH requires all competitors, family members, crew, spectators, sponsors and guests to abide by a code of conduct and behave in a respectful, orderly manner. Penalties may be assessed for inappropriate actions on or off the track and can be incurred by anyone required to abide by this code of conduct. Competitors are responsible for the control and actions of their pit crew and family members. Unacceptable actions of crew or family members may subject a competitor to penalty or disqualification from an event. It is always our goal to have clean, safe and fair racing, and we are more than happy to listen to any questions, concerns or complaints. Certain actions, however, are not appropriate. Physical contact, violence, verbal abuse, threats, intimidation, or excessive foul language will be subject to immediate disciplinary action by the Race Director or MPH officials. Such disciplinary actions may include disqualification and expulsion from the event, removal from the facility, suspension from the track, permanent ban from the facility or other penalties. Race officials and approved personnel are the only individuals allowed to approach the Flagstand, Timing & Scoring or step onto the track during the race program. Photographers and videographers must obtain prior approval from the Race Director, or MPH officials to access the racing surface. Race officials need to focus on what is happening on track. Individuals who disrupt race officials may be subject to penalty. If you have a question, concern, or complaint, please address it to either the Grid Marshal, who will radio the appropriate person and should provide either an answer or an indication of when and where someone will be available to address your matter.

100.6 - SOCIAL MEDIA CONDUCT POLICY: When differences of opinion arise regarding MPH rules and regulations, decisions by race officials, MPH policies, or between the competitors (and/or their charges), communication and discussion of these differences are best handled privately and directly between the parties involved. Attacking parties on social media sites like Facebook, Instagram, X, etc. is unacceptable and may result in disciplinary action if race officials or MPH Management determine that the communication is not in the best interest of the Ignite Karting Nebraska series and/or MPH. Resulting penalties may be disqualification, ejection from the event and possibly from MPH until further notice.

100.7 - MEDICAL CONDITIONS OF COMPETITORS: Competitors are prohibited from participating in any MPH event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competitions. Medical conditions include:

- Persons on medication that may impair their physical or mental acuity; Persons with weakened physical conditions
- Persons under a doctor's care for physical or mental illness
- Persons with any physical condition or disability that would jeopardize their safety and safety for others
- Pregnancy,
- Cardiac or neurological problems
- Heart attack
- Heart surgery
- Stroke
- Loss of consciousness
- Seizures
- Major surgery
- Diagnoses of cancer.

MPH is not liable for injuries, death or other problems incurred by competitors with any medical condition. If a competitor experiences changes in their medical condition or seeks medical attention at or during an event that may affect their fitness to participate, they should notify the Race Director and/or Grid Marshal of a change in their medical status and withdraw from competition until examined and approved to return by their physician or track medic. Failure to do so could result in disqualification from the event. If a competitor sees an on-site medic and they deem the competitor unwell and in need of further medical attention, they must abide. If a competitor declines transport to the hospital (either by ambulance or not) after being seen by the on-site medics, the competitor will not be allowed to continue participating in MPH events until medical clearance is provided by a doctor.

## 100.8 - RACE OFFICIALS

100.8.1 - MPH MANAGEMENT: Directs all staff, event operations, competitions, safety, event schedules, and communications.

100.8.2 - RACE DIRECTOR: Oversees on-track activities, imposes penalties, communicates information to competitors and teams.

100.8.3 - TECH DIRECTOR: Oversees all technical rules, performs inspections, determines competitors legal and communicates any competitor technical failures to the Race Director for further evaluation.

100.8.4 – TRACK CONTROL: Works with Race Directors, Corner Workers and Timing & Scoring to control (flag) all on track activities.

100.8.5 - TIMING & SCORING: Responsible for timing and scoring, printing practice and race results, broadcasting live timing & scoring to Race Monitor and providing Feature Race Results to MPH management for Points calculations.

100.8.6 - GRID MARSHAL: In charge of releasing karts to enter the track when the track is clear and ready, transponders are on karts, and communicating with the Race Director and other track workers. The Grid Marshall is also an acceptable resource to ask questions to or to communicate other information to the Race Director or Timing & Scoring.

100.8.7 - CORNER WORKERS & TRACK SAFETY WORKER: Corner workers and the Track Safety Worker are stationed around the course to ensure safety of competitors by FLAGGING and communicating with oncoming competitors with regards to track conditions and reporting any accidents in areas of responsibility. Reminder: a Corner Worker/Track Safety Worker's primary duty is their own safety, followed by signaling approaching traffic, and making appropriate radio calls to Track Control. This order is primarily to prevent injuries and further accidents.

## 100.9 - CLASSES AND AGE REQUIREMENTS

### 100.9.1 - IGNITE KARTING NEBRASKA CLASSES:

Class: Ignite Junior, 10 - 15 years old, Driver + kart, 320 lbs. min. weight

Class: Ignite Senior, 15+ years old, Driver + kart, 360 lbs. min. weight

Class: Ignite Master, 35+ years old, Driver + kart, 370 lbs. min. weight

Class: Ignite Heavy, 15+ years old, Driver + kart, 400 lbs. min. weight

Min. Driver Weight: 200 lbs. (with safety gear)

## 100.10 - AGE REQUIREMENT GUIDELINES

The following guidelines should be followed as a general requirement with the exception of extraordinary circumstances determined by MPH Management and Race Director. A racer's competition age is determined by the age of the competitor on the first scheduled MPH race day of the season. If a competitor ages out of a class before the first scheduled MPH race day of the season, they are required to move up to the older class. If a competitor will attain an age into an older class during the course of the race season, they may choose to stay in their current class or move up to the older class (at any time, including the start of the season). Once a competitor has raced in a class, they may not move back to a younger class with the exception of a one-time "move-up" race day event (as defined below). Upon request, the Race Officials may choose to issue an age exception for a competitor whose birthday falls after the completion of the race season but within the calendar year.

**Possible extraordinary circumstances that would justify an age waiver exception:** - If, at the sole discretion of MPH officials, the Race Director and in the interest of safety for the competitor as well as the other drivers, a competitor has not shown adequate race craft or maturity to advance into the next age-appropriate class, they will be asked to remain in their current class for another season or until they show necessary improvement to warrant moving up to the next age-appropriate class. All competitors shall demonstrate their driving ability to the satisfaction of the race officials during a mandatory practice period before being fully allowed to compete in the next age-appropriate class. Ignite Karting Nebraska and MPH officials reserve the right to allow a competitor to participate in a one-time "move up" race day event, to assess their readiness for promotion to the next age group. Following the race day, should the officials determine that the competitor is not yet ready for advancement, they will be asked to remain in their current class until they show the necessary improvements. At the discretion of MPH officials, the Race Director, and the competitor's parents, a young competitor who has shown the required driving competence may be invited to move into the next age-appropriate class before they qualify by rule. The qualities used to evaluate this competence include general kart control, on-track racing patience, consistently high finishing positions, and conducting themselves with general maturity both on and off the racetrack.

**100.11 - NOVICE COMPETITORS:** A novice competitor is defined as having no experience at MPH and/or limited karting experience elsewhere. For at least the first three races a novice competitor competes in with the Ignite Karting Nebraska series, they must start at the back of the field for each practice and qualifying session. Novice competitors must display a clear and visible "X" on the back of their helmet. High-visibility tape will be available at tech for any competitors who need an "X." The completion of three races does not guarantee the removal of a competitor's "X." The Race Director and MPH officials have final discretion to determine when an "X" may be removed.

## **200 – SAFETY**

200.1 - COMPETITOR EQUIPMENT: All competitor's safety equipment must be worn at all times while on track. The competitor bears the ultimate responsibility to ensure the condition of their own safety equipment in compliance with MPH rules and regulations. Equipment must be in good condition and free of defects, holes, cracks, frays, etc. Participants may be subject to disciplinary actions for failure to comply with the safety equipment rules. If you are not sure if a product would be legal, please contact MPH to discuss the eligibility or to find more equipment options. Spot checks may be made at any time during the event at the discretion of Race Officials.

200.2 - HELMETS AND HELMET-MOUNTED CAMERAS: Helmets must meet one of the following ratings: Snell SA2015, SA2020, SA2025. The use of helmet-mounted cameras is prohibited.

200.3 - NECK BRACES: ALL competitors must wear a neck brace on track and must be manufactured for racing. HANS devices are NOT permitted as they need seat belts to be effective in an on-track accident.

200.3.1 - LOSS OR LACK OF NECK BRACE: Loss or lack of a neck brace on course will result in a BLACK FLAG and the offending kart number posted and displayed to the drivers. The offending driver(s) MUST exit the track at Pit Entrance as soon as possible. Ignoring the BLACK FLAG and posted number board will result in that driver(s) being disqualified from that session/race.

200.4 - LONG HAIR: No hair may be outside the helmet. A head sock or other methods must be used to restrain hair. Any hair exposed will result in a BLACK FLAG and their kart number posted and displayed to the drivers. Ignoring the BLACK FLAG and posted number board will result in that driver(s) being disqualified from that session/race.

200.5 - DRIVING SUITS: Driving suits must be manufactured for kart racing or motorsports racing. They must be abrasion resistant and fully cover the body. Wearing abrasion resistant jackets with jeans is permitted. Sweatpants are not permitted on track, as they do not provide adequate protection. Hoods, ties, belts, scarfs, or anything that can become entangled in moving parts are not allowed. Suits/jackets must fully zipped up while on track.

200.6 - RIB PROTECTORS: Rib protectors are highly recommended but NOT considered mandatory. The lateral forces generated in kart racing are a serious concern and all competitors are urged to use a rib protector.

200.7 - CHEST PROTECTORS: Chest protectors are optional. Any chest protector worn must be an SFI-approved chest protector. The Armadillo chest protector (Part #09992x) is recommended.

200.8 – GLOVES: Gloves must provide a degree of abrasion resistance and possess grip enhancement, preferably manufactured for racing.

200.9 – FOOTWEAR: Footwear must be closed toed with flat bottoms (no heel), and laces must be able to be secured and should not be easily removed in the case of an accident. Racing-specific shoes are highly recommended and preferred.

200.10 – CAMERAS: Cameras should not obstruct the competitor's vision or block the number panel in any way. Cameras CANNOT be mounted to the driver's helmet. Cameras may be mounted on a kart as long as the mounting arm/bracket will bend or break away if hit by another object, such as another competitor or body part. Cameras and brackets MUST be tethered to the kart to prevent these components from falling off the kart. It is highly recommended that your kart number be clearly marked on your camera.

200.11 – RADIOS: The use of radios/phones to communicate with competitors while on track is prohibited. Use of radios/phones will result in disqualification.

200.12 - TRANSPONDERS Transponders must be on for ALL on-track sessions, including all practice sessions. Transponders must be compatible with the MyLaps timing system and must be karting speed rated or higher.

200.12.1 - TRANSPONDER RENTALS: All competitors are required to have a working transponder on their karts any time the kart is on track. If a competitor does not have their own working transponder, they can be rented during online racer registration for the day of the event. If the rented MPH transponder is not returned in a good working condition (undamaged) at the conclusion of the event, the competitor will be charged \$500.00 for the replacement cost of the transponder.

### **300 – TECHNICAL**

300.1 - TECH INSPECTION/TECH AREA: The only personnel allowed in the Tech area are competitors and race officials. Crew and family members are prohibited from entering the Tech area at any time without permission from race officials. During the race program, no one is permitted to approach or interact with a kart/competitor in the Tech area until after that competitor has gone across the scales. This includes a prohibition on passing any items to or from a competitor prior to weighing. No adjustments to a kart are permitted until after karts are released from post-race impound. All karts need to be shut off immediately after entering the post-race Tech Area. The Tech Director or the Race Director may require any competitor to submit to technical or safety inspection at any time. Failure to submit to an inspection will result in loss of all points and awards for all classes run at that event and will also result in a suspension from the next TWO race events at MPH. Any competitor that fails to submit to an inspection a second time will incur in a one-year suspension from any race event at MPH.

300.2 - KART NUMBERS: Numbers must be 0 – 999. The number displayed on a competitor's kart must match the number they've signed up for the event as.

300.2.1 - NUMBER VISIBILITY: Numbers must be on the FRONT and BOTH SIDES of a kart and MUST be contrasting to the bodywork color or designs, easy to read, and big enough for officials to see easily. Ideal size is 4.5-inches tall for side-pods and 5.5-inches tall for front panel. MPH and Race Officials have the right to determine if a number is illegible.

300.3 - WEIGHT BALLAST: Non-structural weights added to meet minimum kart/competitor weight requirements must be bolted securely to the kart using bolts at least 5/16" in diameter. Weights in excess of 7 lbs. must use two or more 5/16" bolts. All bolts must be cotter-keyed,

safety wired or double nutted. All bolt-on weights must be white in color for visibility. It is the competitor's responsibility to make sure weights are securely fastened. It is highly recommended that your kart number be clearly marked on your weights. Losing a weight during any on-track session is considered a safety violation and may result in a penalty or disqualification at the Race Director's discretion. The use of lead shot as ballast in any tube on the kart is strictly prohibited and will result in an immediate disqualification and a one-year suspension.

300.4 - BODYWORK FAILURE: Bodywork that comes apart from its original mounting location during any on-track session is subject to penalty or disqualification at the discretion of the Race Director.

### 300.5 - TIRES and ENGINE

300.5.1 - TIRE TREATING & ADDITIVES: ANY ALTERING OF THE MANDATED HOOSIER TIRE THROUGH PREPPING, DOPING, CHEMICAL TREATING OR CUTTING IS EXPRESSLY FORBIDDEN. ANY COMPETITOR FOUND TO BE ALTERING THE TIRE OR ATTEMPTING TO ALTER THE TIRE FROM THE AS-SUPPLIED CONDITION WILL BE IMMEDIATELY DISQUALIFIED, EJECTED FROM THE FACILITY, BANNED FROM THE FACILITY FOR THE PERIOD OF ONE YEAR AND WILL FORFEIT ALL SERIES POINTS. NO REFUNDS WILL BE GIVEN FOR PREPAID ENTRIES. POSSESSION OF TIRE PREP, DOPING COMPOUNDS OR OTHER TIRE TREATMENTS IS CAUSE FOR EXPULSION AND BANNING FROM THE PREMISES. TIRE WARMING BLANKETS, HOTBOXES, OR OTHER WARMING DEVICES ARE PROHIBITED. TIRES MAY ONLY BE CLEANED WITH WATER. TIRES MAY BE SUBJECT TO LAB TESTING BY THE RACE DIRECTOR OR TECH OFFICIALS AT THEIR DISCRETION. A COMPLIANCE FORM WILL BE ISSUED TO THE RACER TO SIGN, THEN A SAMPLE WILL BE SEALED TO BE SENT TO THE LAB FOR TESTING. COMPLYING RACERS WILL RECEIVE A REPLACEMENT TIRE AND WILL BE BILLED ACCORDINGLY. IF THE LAB TEST COMES BACK NEGATIVE, A FULL REFUND FOR THE REPLACEMENT TIRE WILL BE ISSUED TO THE RACER. FAILURE TO COMPLY IS CONSIDERED A VIOLATION OF OUR TREATING AND ADDITIVES POLICY. VIOLATION OF THIS POLICY IS NOT EXCLUSIVE TO INTENT. WE WANT TO BE VERY CLEAR THAT TIRE ALTERING OF ANY KIND IS EXPRESSLY FORBIDDEN AND WILL NOT BE TOLERATED UNDER ANY CIRCUMSTANCES.

300.5.2 - ENGINE CLAIMING: At the Race Director's discretion, MPH may "claim" a competitor's engine at any time. MPH will supply the competitor with a new, factory sealed engine in direct exchange for the competitor's "as raced" engine. If the competitor fails to comply with the claim request, the competitor will be excluded from participating in MPH Ignite Karting Nebraska races for one calendar year and will forfeit all points acquired to date.

## **400 - ON TRACK**

400.1 – FLAGS: Flags displayed around the track are the race officials' ONLY source of communicating with competitors for different track conditions, issues with you or your equipment and most importantly, how much of the race is left. Competitors must know all the flags and their meanings before their first time out.

400.1.1 - GREEN FLAG: The green flag is used during practice and the race to indicate that the track is clear. It is used to start a race and to restart a race after a yellow or red flag. The green flag is ONLY used at the Flagstand located above the Start/Finish line.

400.1.2 - YELLOW FLAG: A waving yellow flag indicates an unsafe condition on the track. Under the yellow flag, competitors MUST reduce speed, maintain control of their kart and proceed with caution. Passing is not permitted. In sprint racing, when a yellow flag is displayed in a corner, it may only pertain to that corner and/or section of the track.

400.1.3 - RED FLAG: The red flag indicates that all competitors are to stop as quickly and safely as possible at the point on the track as designated by the race officials and/or the Track Safety worker. Competitors may not race back to the start/finish line. Disobeying the red flag will result in immediate disqualification. All karts are to proceed slowly to a place on the track or grid as designated by the Race Director or Flagman.

400.1.4 - BLACK FLAG and NUMBER BOARD: A waving BLACK FLAG and their kart number being displayed/posted on the NUMBER BOARD is used to tell a competitor that he or she has been disqualified due to an on-track infraction such as bumping, pushing, blocking, rough driving, or other unsafe or unsportsmanlike activity. Failure to leave the track within two laps after receiving the black flag may result in additional penalties. When the black flag is displayed, scoring will cease as of the lap on which the flag is first displayed. A rolled black flag is considered a warning regarding unsafe or unsportsmanlike driving. Ignoring a warning will result in the use of a waving black flag.

400.1.5 – ALL BLACK: All corner worker stations may wave a BLACK FLAG as command that ALL karts must exit the track at Pit Entrance. All drivers are to proceed down pit road and await further direction from the Race Director or Grid Marshal.

400.1.6 - WHITE FLAG: Indicates that one lap remains in the race. The white flag is a courtesy flag and its use is NOT required.

400.1.7 - CHECKERED FLAG: The checkered flag is used in practice to indicate that practice laps are over. When displayed in a race it indicates that the race is complete, and competitors are to proceed to pit entrance and the scale/impound area. If the white flag is used, the checkered flag must follow the white flag.

400.2 - BLIND TUCKS ARE PROHIBITED: Blind tucks are prohibited, as competitors must maintain eye contact with their surroundings at all times. Any competitor seen in the blind tuck position will be black flagged and their number posted immediately. The black flag may be rolled or waving at the discretion of the Race Director.

400.3 - HANDS MUST ALWAYS BE ON THE STEERING WHEEL: For safety reasons, competitors must always keep both hands on the steering wheel. Hands or arms may not be resting against any bodywork or tires. The only time a competitor may take a SINGLE hand off the steering wheel is signally to exiting the track, signally other competitors for visibility or safety.

400.4 - EMBELLISHMENT RULE: Removing your hands from the steering wheel, making hand gestures to other competitors, corner workers, and race officials, or performing other dramatic gestures to “sell” an incident, will result in a penalty. The severity of the penalty will be determined based on the severity of the incident.

400.5 - RE-ENTERING THE TRACK: During any official session, once you exit the track to the pit lane or scales, you MUST get permission from the Grid Marshal to re-enter the track. When re-entering the track from Pit Exit, it is YOUR responsibility to re-enter the track in a safe manner. At-speed karts/drivers are NOT obligated to make way for your re-entry. An UNSAFE re-entry may result in a BLACK FLAG and disqualification.

400.6 - RESTARTING ENGINES AND EXITING THE KART WHILE ON TRACK: Competitors are allowed to exit their kart in the event of a stall, spin & stall or incident with another kart but ONLY after all other race traffic has cleared the area. A driver may attempt to restart their kart, but only from their seated position. If their kart fails to restart, has suffered a mechanical failure or damage, drivers MUST move away from their kart to safe position and distance from the racing surface. Drivers MUST face on-coming traffic and are NEVER to stand between their kart and the racing surface. A Track Safety Worker will be in-route and will assist the driver WHEN it is safe to do so. The driver, corner workers and race officials are permitted to restart engines. Any competitor who has restarted their engine must ensure they rejoin the race traffic in a safe manner. Ignoring the directions of the Corner Workers and/or Track Safety Worker may result in a disqualification.

400.7 - PASSING ETIQUETTE: Safe, successful passing is based on kart visibility and kart positioning. An overtaking kart bears the largest percentage of responsibility for passing safely. Any contact during a pass, is subject to penalty at the discretion of the Race Officials.

400.8 – BLOCKING: Competitors are allowed to run a defensive line. However, blocking occurs when a leading competitor actively adjusts their line based on the actions and/or positioning of a pursuing competitor. If a competitor is seen blocking, they will receive a two-position penalty for the first offense and will be disqualified for multiple offenses. Draft breaking, moving to the inside lane of a straightaway and then returning to the outside before the corner, is not blocking so long as the entire maneuver is completed without causing contact or forcing others to take evasive action.

400.9 - INTENTIONAL/AVOIDABLE CONTACT: Deliberate, blatant, intentionally malicious, or retaliatory contact or wrecking, for any reason, is prohibited. Competitors who are seen making intentional contact will be subject to penalty. Divebombs, side podding, ramming or any instance of overly aggressive and/or avoidable contact will lead to a penalty. The severity of the penalty will be determined based on the severity of the incident.

400.10 – ACCIDENTS: Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the Race Officials discretion. If a minor is involved in an incident and appears injured, MPH officials may request a parent or guardian to be present. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and competitor involved in an accident shall continue only with approval from the Tech Director and/or Race Director.

## **500 - RACE PROCEDURES**

500.1 - DRIVERS MEETING: Every competitor is required to attend the drivers meeting. All minors must have a parent or adult representative in attendance also. A roll call may or may not be called. If a competitor does not attend the meeting, they are subject penalty at the Race Directors discretion.

500.2 - GRID 60 SECOND RULE: Once the track is clear and starting grid is ready for release, the grid will be held for a maximum of 60 seconds to accommodate any racer that is unable to make it to the grid on time or has a mechanical issue. This applies to all competitive on track sessions.

500.3 – FORMATION LAP: Once the field is released onto the track for a formation lap, drivers must stay in their assigned grid positions unless otherwise directed by officials. The field must form up into two lines prior to entering the start zone. The pace should be steady, with minimal speed changes or weaving. It is the responsibility of all drivers to maintain a clean and consistent pace during the approach to the start.

500.3.1 – FORMATION LAP TIRE WARMING: Drivers are permitted to warm their tires during the formation lap. However, any driver who spins or causes an incident during the formation lap may be penalized at the discretion of the Race Director. Penalties may include loss of starting position, being moved to the rear of the field, or disqualification from the event.

500.4 - TRAM LANES: At all starts, all competitors are to stay fully within their tram lanes (tire tracks of the kart in front of them). Once the green flag has dropped, racing has begun, and competitors can then move out of the tram lanes.

500.4.1 - TRAM LANE PENALTIES: - 2 tires out of the tram lanes will be a 1-position penalty - 4 tires out of the tram lanes will be a 2-position penalty.

500.5 - ROLLING START - START ZONE: The pole sitter shall approach the start zone at a reasonable and maintained pace. The speed shall be constant until the pole sitter reaches the start zone which is defined by a set of cones. The Flagman will start the race at their discretion within the defined zone. If a competitor goes before the green flag is waved, it will be considered a jump start and is subject to penalty. No competitor may lead the pole sitter out of the start zone. If another competitor has led the pole sitter out of the start zone and the race is started it may be considered a jump start and may be subject to penalty at the Race Director's discretion.

500.6 – MANIPULATING THE START: Any driver found to be manipulating the start including, but not limited to brake-checking, inconsistent throttle use, weaving, hanging back from the kart in

front of them or intentionally delaying the field, may be subject to penalties. Penalties for manipulating the start are at the discretion of the Race Director and may include loss of starting position, loss of finishing position, being moved to the back of the field, time penalties, or disqualification.

500.7 – RESTARTS: If a complete race lap has NOT been completed, RESTARTS will be double file. If a full, at-speed lap HAS been completed, RESTARTS will be a single-file, rolling start in the same order as the last fully completed and scored green-flag lap prior to the red or full-course yellow condition. A lap is considered complete once all running, lead-lap karts have crossed the finish line to complete a uniform number of laps. Karts that caused or were involved in the incident requiring the restart will be required (in the case of a red flag) to restart at the rear of the field. In the case of a red flag: Drivers must proceed to the start/finish line and await restart alignment instructions unless otherwise directed. If the track is blocked and one or more competitors stop in full control and are not involved in the incident, the Race Director may allow them to continue to the start/finish line and resume their position from the last completed and scored lap. No crew or other persons may enter the racing surface without specific authorization from the Race Director. Drivers may not work on their karts during a red flag. Drivers waiting for restart may not return to the pits. Crew members may not approach the kart or driver unless directed by the Race Director. Passing may begin once the green flag is shown.

500.8 – POST-RACE TECH INSPECTION: Any kart failing post-race weigh-in or Technical Inspection will result in a disqualification (DQ) and 0 points for that race. Any driver refusing to complete post-race weigh-in or technical inspection will be disqualified for that race and may face suspension from the Series.

500.9 - RACE CANCELLATIONS, AND/OR POSTPONEMENTS: Prior to the scheduled race day, at the discretion of MPH management, a race event may be postponed or cancelled for any reason such as but not limited to the weather forecast, track-facility issues, and or other conflicts that may arise. At the time an event is officially postponed or canceled, all registered competitors' registrations will be "carried forward" to the next race. At the discretion of MPH management, the event may be rescheduled with to previously scheduled race day, combined into a "Double-Header" race event, moved to a scheduled rain date, and/or cancelled completely.

500.10 – RAIN-OUT / INCLEMENT WEATHER: On race day, in the event of inclement weather (or other reason for cancellation) the Race Director will be required to evaluate the situation. Multiple factors will be considered, including the duration and severity of the conditions and the estimated time until racing could safely commence. The Race Director may at their sole discretion, cancel the event for any safety concern.

## **600 - PENALTIES**

600.1 - PENALTY PROCESS: During a race program, race officials are in constant communication. If there is an incident on or off the track, it is up to the Race Director and/or MPH officials to determine if there will be any penalties, and if so, what those will be. Such decisions are not taken lightly and are discussed prior to being levied. Videos and photographs from competitors will not be considered as evidence in on- or off-track calls or penalties unless requested by the Race Director. **DO NOT ATTEMPT TO SUBMIT VIDEOS OR PHOTOS THAT WERE NOT REQUESTED BY THE RACE DIRECTOR.** The Race Director/MPH officials may assess penalties at any time post-event completion after further discussion with race officials. All decisions by the Race Director and/or MPH officials are final and not open to appeal. If there is an incident in which the Race Director, MPH officials, and/or Corner Workers cannot make a conclusive call about an incident, there will be no penalties issued.

600.2 - DISQUALIFICATION (DQ): A disqualification will result in 0 points. A disqualification can be used as a drop unless the DQ is for unsportsmanlike behavior or code of conduct violation.

600.3 – PROBATION: MPH officials may place a competitor or participant or spectator on probation for a set amount of time or races as determined by MPH officials. Any individual placed on probation will be notified in writing via email. Probation is a serious matter and is reserved for serious matters that threaten the health and safety of our competitors, participants, and spectators, or impact the fairness and competitiveness of a series. MPH officials reserve the right to determine what offenses warrant probation. While under probation, an individual's actions are subject to stricter scrutiny. Specifically, if any individual under probation repeats the same offense, commits a similarly offense or otherwise violates MPH rules, that individual will be automatically placed under suspension. See 600.4 - Suspension.

600.4 – SUSPENSION: MPH officials can suspend a competitor or spectator for a set amount of time or races as determined by MPH officials. Any individual placed on suspension will be notified in writing via email. In extreme cases, an individual may be suspended without a probationary period. MPH reserves the right to place any individual under suspension for any acts they deem fit. While under suspension, individuals are not permitted to attend any MPH Ignite Karting Nebraska events in any capacity.

## **700 - CHAMPIONSHIP**

700.1 - CHAMPIONSHIP POINTS REQUIREMENTS: Racers must start a minimum of 6 races to qualify for the year-end championship. A racer's best nine finishes (of 10 races) will count towards their championship points total. In the event the season is shorter than 10 races, competitors will count 70% of the total number of races, rounded to the nearest full race. There must be an average of five competitors per season for a class to be awarded end of season championship awards.