

2013 Region 9 Race Format

Yakima Region/States Race	Q	April 27th – 28th
Langley Region	H	May 18th – 19th
Portland Region	Q	June 15th – 16th
Western Grands – Tri Valley	CA	June 28th–July 7th
I-5 Region	H	July 27th – 28th
Washington Region	Q	August 10th – 11th
Little Wheels Region	H	Aug 31st – Sept 1st

Q – QUALIFYING FORMAT H – HEAT RACE FORMAT

****There will be no changes to this format, once approved, until the Region meeting for the 2014 race season.****

All clubs must provide in writing to the region board two weeks prior to their region race, track curfews and any additional fees or cost that will be required at their facility. The information shall be posted on the region website as well as the hosting clubs website.

If a Region race is rained out, it will not be re-scheduled. Sign-in fees are non-refundable for rained out races. The decision to call a race event due to rain will be made by club presidents, club race director, region race director, region director and region safety director or their designees.

1. Pit Fees:

US Funds \$ 32.00 per car and \$10 per family maintenance fee

All clubs must provide in writing to the region board two weeks prior to their region race, track curfews and any additional fees or cost that will be required at their facility. The information shall be posted on the region website as well as the hosting clubs website.

1a. Each club will retain all of the sign-in fees and will be responsible for all expenses and awards (except lower main ribbons and 4th place A-main ribbons). The funds due to region will be \$9.00 per car. The funds due to the club providing the software and decoder for electronic scoring will be \$2.00 per car. Approved electronic scoring systems may be used. Maximum of \$5.00 transponder rental fee may be charged.

1b. *The States race may be run in conjunction with the host club's Region race. Host for the States race will be determined per QMA rules in section 2 of the QMA rule book. Pit fee for the event is \$40 per car plus \$10 per family as a maintenance fee. If the club chooses to combine the races, the fee split will be of the \$40, \$11.00 will be paid to QMA and \$9.00 to Region 9.*

2. Fuel:

- 2a. Minimum 89 Octane unleaded gasoline and alcohol will be furnished by the club. It is mandatory each participating car uses the fuel/alcohol purchased by the track. It is recommended that the fuel for the event be purchased all at the same location on the same date. Additives are reason for disqualification. The fuel tank needs to remain in the car and the tank must be empty and fuel line disconnected from the carburetor. Carburetor float bowl drained in Honda classes. After fueling, the fuel tank needs to be sealed by an authorized club member. No refueling of cars during a race, except A's and halves. Adding of fuel to carburetor by any means is not allowed. Failure to have your tank sealed, or tampering with the seal or fuel is reason for disqualification. If more fuel is needed, officials will break the seal, fill the tank and reseal. It is always the handler's responsibility to ensure that sealing has been accomplished per QMA rules.
- 2b. Each club shall have a minimum of three methanol jugs and handlers available at the staging area to refueling the AA and half class as necessary.

3. Technical Procedure:

- 3a. The top 4 finishers in each A Main will automatically be impounded to a specified holding for Technical proceedings. Fuel will be checked on all cars in impound before they are released.
- 3b. The Technical Committee which is comprised of the Region Tech Director, host club Tech Director, and at least one additional tech person will coordinate with the tower on how tech will be handled at each race. The technical director will draw a minimum of two classes that will be teched for that event in the presence of at least 1 additional region official.
- 3c. An owner/handler has the right to refuse an assigned tech person one time per motor per event. If there is a problem with an engine, the specific problem (s) will be submitted to the Regional Tech Director (or his designee) for 1) review by not less than a total of three tech personnel (if not already done) and 2) a final determination. Only the claimed and the claimer will be allowed in the tech area during teardowns. Decisions of the Technical Committee will be rendered at the race event and shall be final. Each track is to have a designated tech area.
- 3d. All drivers must stay buckled until they exit the track, except in a safety situation (e.g., crash). The penalty for violating the rule will be an automatic DQ with zero points awarded for that race.
- 3e. All drivers must remain in the scale area after the completion of their race, until they have scaled their car. If you leave the scale area without approval, you will be DQ'd from that race. Exceptions include those who have notified the RD they are in sequential races. The "scale area" will be collaboratively determined by the region tech director and the hosting club. Once a car has been cleared by the scale operator, the handler must initial the scale sheet indicating his/her car and driver have met weight requirements.
- 3f. In addition, all cars will be checked for weight and conformance per QMA rules such as nerf bars, tread width, etc., when leaving the track after heats and Main Events.

(Clarification: Tread width is measured from tire center to tire center on the bottom of the tires. For nerf bars, if a straight edge is placed against the outside rim of a rear wheel and contact is

made with a nerf bar the wheel may be rotated ¼ turn in either direction and checked again. If contact is made on the second attempt, then the car will be disqualified and the driver will receive last place points.)

- 3g. At the discretion of the Region tech director, cars may be scaled empty as well as with driver. Empty cars are weighed without driver's gear (or any other objects) in the car and must meet QMA specified minimum empty car weight.

4. Sealing:

Every car that is to compete in an event shall be sealed immediately following its heat race or qualifying to be defined as:

- 4a. Having seals placed on the car and/or engine at a time and location determined by the Technical Director.
- 4b. Having the car available for technical inspection from the time the car is sealed until the time that the Technical Director releases the car from Tech.
- 4c. After having a car sealed, that car may be removed from the track site. Seals shall be applied and/or checked at the discretion of the Technical Director. If all seals are in place and the car is returned to the track site on time, the car shall maintain its qualifying position. (This is to accommodate those cars needing major repairs, and those racers who wish to take their cars home over night).
- 4d. If any seal is broken with consent and approval form completed, the car shall be resealed and retain their starting position of the heat race or main event that the car qualified into if the heat race has been completed. Any seals broken during a race must be done with the direct supervision of the race director or tech director. All parts removed must remain in the hot chute and go to scales with the car they were removed from for review and resealing at scales by the tech director for the event.
- 4e. **NO PAINT MARKERS WILL BE ALLOWED! PAINT MUST BE UNIQUE FORMULA FOR SEALING.**
- 4f. Sealing will be done per QMA Procedures/rules
 - The driver's initials shall be painted on the engine and chassis to allow for gear changes. If ANY paint seal is broken WITHOUT the consent of the Regional Tech Director, the car shall be DQ'd. If any seal is broken WITH the consent of the Regional Tech Director, the car shall retain their starting position of the heat race or main event that the car qualified into if the heat race has been completed. If more than one car in a main event has broken a seal, then the car, which last broke a seal, shall start the farthest back. *If a handler changes motors with the approval of the Regional Tech Director, the car shall start in the back of the respective main the car qualified into (per National Rule book).* It is the responsibility of the handler to ensure that all of the required paint seals are placed on the car. Missing seals shall result in a DQ and receive last place points for that race. Region tech director has the final say with regard to all technical DQ's. See 4D for breaking seal during a race.
 - The weight that the track scale reads is the official weight of the event. Upon failure of the system it shall be replaced with another system. It is the handler's responsibility to ensure

that his car meets the weight requirements as determined by the event scales. If it is necessary to change the scales during the event, it is the handler's responsibility to re-weigh his or her cars.

5. Awards:

A-Main Events 1st, 2nd, & 3rd Place & Ribbon for 4th
B-Main Events 1st & 2nd Place & Ribbon for 3rd & 4th
C & Lower Mains 1st & Ribbon for 2nd, 3rd & 4th

- The Host club will spend at least \$1200.00 on Region Race trophies.
- The Host Club will provide heat race ribbons.—Single ribbon w/rosette
- The Host Club will supply rosette style ribbons to all signed in Novices.
- Region 9 will provide Novice Trophies.
- The Host Club will supply individual awards for fast times at all qualifying events
- Region 9 will provide lower main ribbons and 4th place A-main ribbons for all Region 9 events.
- Pretty Car & Pretty Crew is optional & provided by the Host Club.
- The Region 9 Cup will be awarded at each region race to the club that accumulates the most points as determined by Appendix B.

You must sign in and attempt to race at 4 of the 6 events in one division to qualify for year-end participation awards in that division.

There must be 3 qualifying cars in a division, for 4 or more races, for that division to be eligible for year-end awards.

The top five drivers in each class (division) will be awarded season championship trophies.

6. Points System:

Sign in: 40 points awarded to eligible drivers who sign in by 8:00am on Saturday.

Heats: 1 point spread per position
1st – 20
2nd – 19
3rd – 18, etc.

Qualifying points determined by number of qualifiers in class (see Appendix A.)

Main Event: 2 point spread per position

A-Main: 1st – 150, 2nd -148, 3rd -146, 4th -144, 5th -142, 6th -140, 7th -138 etc.

B-Main: 5th – 130, 6th -128, 7th -126, 8th -124, 9th -122, 10th -120
(Novice & Jr. Classes Start at 134)

C-Main: 5th - 118, 6th -116, 7th -114, 8th -112, 9th -110, 10th -108
(Novice & Jr. Classes Start at 126)

D-Main: 5th – 106, 6th -104, 7th -102, 8th -100, 9th -98, 10th -96
(Novice & Jr. Classes Start at 118)

- E-Main: 5th – 94, 6th -92, 7th -90, 8th -88, 9th -86, 10th -84
(Novice & Jr. Classes Start at 110)
- F-Main: 5th – 82, 6th -80, 7th -78, 8th -76, 9th -74, 10th -72
(Novice & Jr. Classes Start at 102)
- G-Main: 5th – 70, 6th -68, 7th -66, 8th -64, 9th -62, 10th -60 etc.
(Novice & Jr. Classes Start at 94)

YOU WILL ONLY RECEIVE POINTS IN THE HIGHEST MAIN FOR WHICH YOU QUALIFY.

If two or more cars are disabled together and are unable to continue, the points will be added together and divided between them equally EXCEPT if one of the cars is charged with a call, in which case the cars will be scored as if the car receiving the call exited the race before the other disabled car.

Flagrant black flags will receive no points for that race. Technical DQ's at tear down will receive no points for the entire event but will still receive credit for year end awards. All other DQ's will result in last place points for that race. If more than one driver is disqualified in a race, then both drivers will receive last place points. For example, if two drivers are DQ'd in a race with ten cars, then both drivers would receive points for 10th place. No driver would receive 9th place points.

If a race is rained out during the heats, only those divisions who have completed all their heats will receive points for the heats. If rained out during the Mains, only the divisions who have completed the A Mains will receive points for mains.

In the event of a tie for places at the end of the Region series, two equal places will be awarded. (Ex. tie for 1st there will be 2 - 1st place awards given). Rollover awards will be given only if the rollover occurred under green flag racing conditions. (Heat or Main warm-ups do not count). Region will furnish rollover awards for those occurring at a Region Race.

Drivers who score DNS (Did Not Start) or DNF (Did Not Finish, as the result of a crash, third chargeable yellow, or any other instance identified as a DNF under QMA rules) in a race will receive points according to when they drop out in relation to other drivers. DNS must attempt to warm up and/or race.

DNA (Did Not Attempt) means that the car was not present for either the warm up, the heat race or qualifying and/or did not attempt to start the car for either the warm up or the race. A DNA for heat races or qualifying will not receive any points. DNA's do not apply to main events.

Novice Class is NOT racing for points or championships. Their attendance is logged for year-end participation awards.

7. Moves:

- 7a. Any move from one division to another in the same class, the driver will enter new division with 1 point less than the lowest point total in new division with the same number of races run. There is only one move allowed per series and the entire event must have been completed before a move is allowed. If a driver moves up after the 3rd race in the series, they will start with 0 points in the new class. Therefore, if the driver wants to race for points in the new class they must move up by the start of the third race of the series.

- 7b. You must sign in and attempt to race 4 of the six races in one division to qualify for year-end awards in that division.
- 7c. If a Novice driver moves up after the 3rd race in the series, they will start with 0 points in the new class. Therefore, if the Novice driver wants to race for points in the new class they must be sure and move up by the start of the third race of the series.
- 7d. Moving from one CLASS to another: (Such as: Jr. Honda to Lt. 160 or Sr. Stock to Lt. Mod), the driver will enter the new class with 0 points

GENERAL RULES:

1. All rules and procedures not set forth herein will follow the current QMA Rule Book or procedure manual.
2. QMA Code of Conduct, Region 9 Code of Conduct, rules and regulation in the QMA Rule Book or Procedure Manual, and all local club rules will be adhered to at all Region 9 races and all QMA functions. It shall be up to each and every member to exhibit appropriate behavior at all times, and to take the personal responsibility to address any negative behavior that they see and encourage those people to have better, more positive attitudes.
3. In addition to all QMA rules and Code of Conduct regarding alcohol, any QMA member consuming alcohol in public or under the influence of alcohol before any racing has concluded for a day will be expelled from the premises for the remainder of the event.
4. All Code of Conduct disciplinary actions are initiated at the hosting club level.
5. Any time a QMA member is on the grounds of a facility designated for use by a host club, they are subject to QMA, Region 9, and local club rules and regulations and adopted code of conduct.
6. If a handler enters the racing surface or in any other way causes a disruption of the green flag-racing event, the car he/she is handling will be disqualified.
7. No car will be allowed on the track for OPEN or CONTROLLED PRACTICE after 5 p.m. on Friday until it has been safety checked and signed in. Sign-in number will be placed on the *front* of the nose cone.
8. Host club and Region BOD may change the order only due to specific circumstances such as weather or special track requirements.
9. Upon the unanimous decision of the handlers, anytime there are less than 4 cars in a division, they may be combined with the other division in that class, with the heavy division to the front, providing that the total of the two divisions does not exceed 10 cars. No combining for the Junior divisions. No combining Honda with Stock, except in the Novice division.
10. All visors will be in place before the car approaches the track. Clear or amber shields required after dusk.

11. QMA work rule will be used. No working on car or engine while on track, with exception of asking judges to turn off fuel. Car must be taken to a designated area for repairs. Any car using the work rule will restart at the back of the pack and must be back on the track-racing surface (which point shall be specifically designated at each track) when the green flag drops or it will be disqualified. On a restart, if a car is in the pits and does not get back on the track before the green flag is given and there is yellow thrown before the lap is completed, the car in the pits would be allowed to rejoin the race.
12. No car can be started while in the staging (line-up) area while waiting to go onto the track. The host club will define what area this will be at each track.
13. No pit cart, dollies, extension cords, generators or open flames will be allowed in staging/line-up area except to unload cars. Cars must be race ready when placed in staging. Cars entering staging must do so from the back of the staging area.
14. The Race Director will have discretion under any yellow flag to stop a car on the track to have the visor cleaned with the driver keeping their assigned position if he/she (RD) determines their visibility is impaired beyond safe conditions.
15. For the region race hosted by I-5 QMC, the host club shall have discretion to allow or disallow treaded tires. The club must notify Region Director, 2 weeks prior to the event at their track
16. A race is over when the flagger unfurls the checkered flag. A checkered flag, once unfurled and displayed to the drivers, cannot be withdrawn to wave a yellow flag. In the event of a disputed unfurling of the checkered flag, the Region race director will make the final determination.
17. Any car or cars going dead on the track for any reason three times under green flag conditions, not counted under yellow or when a call was made on another car, will be black flagged and considered a DNF for points. The driver will receive points according to when they drop out in relation to other DNF drivers. The tower spotter will call out cars dead on the track, cars entering and leaving the track and in what order.
18. If during the line up process, any car(s) that fails to line up and /or keep proper pace or continually jump-starts the green, the flag person should point a rolled black flag as a warning. Cars that still do not keep the proper pace or other infractions may be sent to the back of the line up. The important thing to remember is that the starter must maintain control and remain consistent.
19. If a driver is racing in sequential races, then the first car raced may be left in the scale area while the driver stages for the next race. It is the handler's responsibility to notify the scale worker of the situation. Drivers must proceed directly to staging for their next race without delay. Excessive delays, as determined by the race director and pit boss, may result in the group entering the track before the transferring driver is ready to begin.
20. There will be no provision for waiting for a car in the hot chute. When the flag person has a complete line-up he/she will start the race.
21. All drivers must remain buckled until they exit the track, except in a safety situation (e.g., crash). The penalty for violating the rule will be a flagrant act and automatic DQ with zero points awarded for the race.

22. The volunteer positions for pit boss, refueling, scales, and checking the dimensions board, will be filled by adults.
23. At all races in the 2013 Region 9 Series, except for the event at I-5 in Elma, will be run with a specific right side tire brand and compound. All cars in all classes except Junior and Senior Novice will be required to run the Vega MBM tire. If a car is spotted in staging with the wrong brand and compound tire, they will be required to change to the allowed tire brand and compound before being allowed to enter the track. If a car finishes a race with the wrong brand and compound tire, then they will be DQ'd at scales and receive zero points for that race. All other QMA rules pertaining to tires apply.
24. At all events in the 2013 Region 9 Series, except for the event at I-5 in Elma, cars will be required to start their A Main event with the same right side tires that they ran during their respective heat race. For qualifying events, all cars will be required to start the A Main event with the same set of tires that they qualified with. The Region 9 Tech Director and Region 9 board will implement a system for marking tires at the conclusion of each heat race or qualifying session to ensure that the same tire is used on the same car if it makes it into the A Main feature. Allowances for a replacement tire can be made with prior Race Director approval in cases where a tire becomes inadvertently damaged beyond use. The replacement tire must also be a previously marked tire. Penalty for racing the A Main without the required marked tire will be a DQ at scales and receive zero points for that race.

Race Weekend Schedule

FRIDAY:

3:00 - 7:00 pm *Safety & Sign-in: (minimum, additional time at host club discretion).*
3:00 - 4:30pm *Novice Practice*
5:00 pm *Controlled Practice: until one completed round of Controlled Practice per car. (Completed round ends at discretion of host club to assist late sign in cars).*

All clubs will have the necessary forms to register a car, including the driver waiver form during safety of the car. It is up to the club to determine how best to implement (e.g., if the Safety Director chooses to walk around to safety cars, he/she must carry the necessary forms to register cars).

All Friday day practices will be “semi-controlled” with similar speed and like driver ability cars only on the track at the same time. Max of 7 cars on the track at one time. Hosting club must supply a flagger and a pit boss during Friday practice. Sessions will be timed by flagger and/or pit boss and will be maximum of ten minutes in length. Hosting club will schedule Novice practice from 3:00 to 4:30 on Friday. Like cars and order will be determined by pit boss. Friday day practice will begin no later than 11 AM and will conclude at 3 PM sharp. Friday day practice will be held weather permitting. Safety and sign in are not required for Friday day practice.

Friday Evening Track Time: All tracks will be open from 5:00 pm until one completed round of practice per car (completed round ends at discretion of host club to assist late sign in vehicles) Friday prior to a Region Race. Flags and safety equipment will be available to handlers and controlled practice will be by division 7 cars for 5 minutes each group.

SATURDAY:

7:00 - 8:00 am *Safety/Sign-In*
8:00-8:30 am *Novice Practice (1 session only per car)*
8:45 am *Pit Meeting*

Saturday AM Practice: Novices Only

Heat races or qualifying will begin 15 minutes following the completion of Pit Meeting

Heat races or qualifying & lower mains will be run on Saturday.

By 7:00pm, the Region 9 board will announce and post how late the race day will go. It will be the intent to complete the B Mains. No Jr. Division races to be started after 8:00 pm as determined by the race director.

SUNDAY:

8:30 am *Pit Meeting*
Flag Ceremony (organized by host club designee) will follow Pit Meeting or completion of Lower Mains.
9:00 am *A Main Events (start time may be adjusted at some facilities)*

No cars will be allowed on the track after 5:00 Friday without safety, sign-in and a qualifying number. Saturday morning inspections and sign-in will begin no later than 7:00 am at all tracks. Sign-in closes at 8:00 am on Saturday. The host club will prepare a Track Fact sheet to be handed out and will inform any schedule changes, location of Race Director, location of “on – track” for that track, and any other changes for that track. The Region Board must approve these changes prior to the event.

Late Arrival Definition: A late arrival is a participant who signs in, after sign-in closes on Saturday. A late sign in will not be awarded sign in points. A late sign in will automatically slot to the last position in the first race available to them. There will be no sign-ins allowed after the initial green flag for lower mains. Exception: If the sign in does not create another main (A mains only)

HEATS:

15 Laps Novices & Juniors
15 Laps Senior (5 or less cars)
20 Laps Senior (6 cars or more)

One Minute warm up for all heats and 15 minute time limit. Red flags excluded.

No refueling of AA’s and Halves after warm up for heat races, 80 lap count will begin at green flag.

MAIN EVENTS:

C Main Events & Lower:	15 Laps Novice 20 Laps Junior 30 Laps Senior
B Main Events	20 laps Novice 25 Laps Junior 35 Laps Senior

All lower mains will have a one minute warm up and a 20 minute time limit. Red flags excluded.

A Main Events	25 Laps Novice 30 Laps Junior 40 Laps Senior
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All ‘A’ Mains will have a one minute warm up and 30 minute time limit. Time limits DO NOT include red flag, the warm-up after refueling or the refueling process for the AA and half classes.

AA’s and half will refuel after warm up in the hot chute and on the track during the first caution after 80 laps have been run past the initial green flag. The hosting club will provide three refueling volunteers and three jugs of methanol to ensure efficiency of refueling. The drivers must be out of their car to have it refueled but will leave all safety gear on unless approved by the Race Director (e.g., helmet, gloves, etc). Handlers who want to work on their cars during the second refuel must come off track for refueling and will start in the back of the pack. When the Race Director has

determined that all cars have been refueled, the field will be sent back on the track for lineup. There will be no waiting for cars making adjustments or changes to their car.

The class order for heats, qualifying, and main events will be Jr. Novice, Sr. Novice, Jr. Animal, Sr. Animal, Jr. Honda, Sr. Honda, Heavy Honda, Jr. Stock, Sr. Stock, Light 160, Heavy 160, Mod Class, B Class, Light World Formula, Heavy World Formula, AA Class, and Junior Half.

Line Up Positions: Heat race line-ups and qualifying order will be determined by pill draw at sign-in. Driver pill draw numbers will be posted next to driver's name. For heat races, lowest pill number starts on pole. For qualifying, lowest pill number qualifies last. If multiple heat races are run for the same division, pill numbers are inverted to determine main line-ups. (For example, if four heats are run for a senior class, the first place cars would start 3, 4, 5 and 6. The lowest pill number would start in the 6 spot. Spots 1 and 2 will be determined by the heats second place cars with the lowest pill draw)

For qualifying races, order of qualifying will be determined by pill draw at sign-in. Grands format will be used to establish main event line-ups. Region 9 will utilize all eight laps on the clock for qualifying.

In divisions having 10 or less cars (8 for Novice & Jr.), A Main positions to be set by finish of heat race, with top six cars inverted (4 for Novice & Jr.).

Remaining cars added in finish order straight up, with no-times and late arrival running behind all the qualified cars in the order in which they signed in. (First sign in goes to first open slot, etc.)

In the event that any class has more than 10 cars (8 for Novice & Jr.) the locked in positions for the Main event will be determined by the results of the heat races and pill draw. First 6 positions (4 Novice & Jr.) inverted into the A Main, next 6/4 inverted into the B Main etc. The remaining unfilled positions in each Main event will be determined by the results of the previous Main. Mains will be set up so that up to 4 cars will advance to the next higher main, regardless if it is an 8 or 10 car division. All line ups for heats and mains will be based on the Standard Region 9 Race Line up Chart.

Judging: At all Region 9 QMA events 5 judges per race shall witness the race and be responsible for making calls according to the QMA National Judging procedures. Judges shall not be handlers, owners or parents of drivers entered in the same division at that race meet. An individual identified as a head judge must fulfill their position. If they cannot, they must find an alternate head judge from the approved list and inform either the Region 9 director or the head in the tower. Judging will follow National Guidelines.

Called for Rain: Races on the racing surface called for rain will move the cars to the hot chute area, cars will remain there until resumed or called. If the racing event cannot resume and at least 50% of laps were completed, then the finish of that race will be the order of restart line-up per tower.
No working on cars in hot chute during rain delay.

Called for Time: When time is up the race will finish on the next incident flag or at the checkered flag. If incident occurs then finish would be restart order per tower. Finish will

then be signaled with yellow and checkered and all cars will be instructed to leave the race surface.

Protests:

Judging calls may not be protested. All protests must be made in writing within one hour of the completion of that race, to the Race director or delegate only. Anyone protesting to an official other than the Race Director or delegate will be suspended from participation. The protest must reference the racing rule or scoring procedure that was not followed by the race officials.