Chapter 8

- Scoring Procedures
- Tower Paperwork

QUARTER MIDGETS OF AMERICA APPROVED
STANDARDIZED SCORING PROCEDURES

<u>DUTIES OF NATIONAL, REGIONAL OR LOCAL HEADSCORERS</u>

1. All Regions should appoint or elect a Regional Head Scorer.

2. The Head Scorer and/or appointed assistants shall organize, direct and execute the duties of the operations of the scoring tower.

3. The Head Scorer shall have the responsibility to see that the related QMA approved standardized scoring procedures are part of this manual.

4. The Head Scorer has the responsibility to inform the judges when a decision that is being made is in violation of a QMA rule or scoring procedures. Once the judges reach their decision, a proper line-up can be created. (Scoring director must give proper line-up as created by the QMA rules and these Procedures).

5. The Head Scorer shall execute the wishes of the Race Director in regard to the order of racing, number of laps, judging assignments etc. as these things apply at local racing events.

6. The Head Scorer and all appointed assistants shall remain professional at all times. REMEMBER YOU REPRESENT QMA.

QMA ELECTRONIC SCORING SYSTEM:

<u>QMA Certified Scoring System</u>

QMA requires that you still use manual scorers along with this system. At a Sanctioned Grand National Event, you are required to have a minimum of three manual scorers and one running the computer. For local events recommended 2-3 manual scorers plus one running the computer. The "lap counter" is the one running the computer. These numbers may be adjusted per the QMA National Head Scorer as the system is used more frequently in QMA over time.

<u>TRANSPONDERS</u>:

<u>TYPE -</u> The AMB TranX160 (yellow) and TranX260 (red), MyLaps X2 and Westhold transponders specific to Karting are the only transponders to be used.

<u>LOCATION</u> – from the front bumper to the center of the transponder pin, at 42 inches. The entire transponder must fall between 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. Transponder must be mounted vertically. Transponder mounted incorrectly will result in a DQ for qualifying and racing.

<u>READINGS</u> - If a transponder is not reading before a race has begun, that car will be brought into the hot chute area and given another one still retaining his/her original starting position. If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for re-starts, lineups and results.

Any car without a transponder, whether during qualifying or racing, will be treated the same as if the transponder is not reading.

Electronic Scoring, if used will be in addition to all normal scoring procedures unless otherwise noted in the procedures.

NOTE: At Grand National Events Manual Scorers will always take precedence over electronic scoring system should there be any discrepancies between electronic and manual! (Optional at local events)

GLOSSARY

- **JR:** Junior – drivers ages 5-8

- **SR:** Senior – drivers ages 9-17

- **NT:** No time.

- **NS:** No show

- **DQ:** Disqualification, i.e. Flagrant Unsportsmanlike Conduct, excessive biking, scales/tech, loss of safety equipment, etc.

- **BF:** Black Flag. Flagger displaying black flag to have driver exit the track after receiving 3 Charged Yellows or 1 Flagrant Unsportsmanlike Conduct offense.

- **DNA:** Did Not Attempt to Race

- **DNF:** Did Not Finish or 3 Charged Yellows

- **DNS:** Did Not Start. The driver did not take the initial green.

- **Blend Line:** A line for cars to stay above allowing safe entry onto the racing surface.

- **Class:** A race program by engine type and rules. i.e. Novice, Honda 120, etc.

- **Division:** Defined by age or weight. i.e. Jr., Sr., Lt., Hvy

- **Charged Yellow:** Term used to describe a penalty assigned to drivers who stop on the track as a result of an incident or have been determined by the judges to be 100 percent at fault for the cause of the incident. Drivers receiving a charged yellow will be restarted at the rear of the pack.

- **Initial Green:** The first green flag with double file lineup.

- **Spotter:** Person who watches all track activities from warm up time to checkered flag, including yellow and red flag conditions. (refer to page 17 of scoring procedures)

- **Racing Surface:** Track surface and are within the confines of the wall of the track

- **Lap Counter:** Person assigned to count laps during a race and is responsible for accurate reporting of laps to Head Scorer.

REGISTRATION AND PRE-QUALIFYING/RACE PAPERWORK

Pre-Registrations

Take your pre-registration forms and place them in the order you received them assigning qualifying numbers highest to lowest (G199, then G198 and so on). Please keep in mind, first to register is the last to qualify. Always keep all paperwork– if a driver transfers his pre-registration from Sr. Honda to Hvy. Honda don't re-assign the Sr. Honda number to another driver. Make a note on the qualifying card's, and pre-registration form that the driver has transferred from Sr. Honda to Hvy Honda.

Prior to race day the following paperwork can be done; 3 sets of qualifying cards on each preregistered driver, place each driver's name and qualifying # on qualifying sheet and qualifying weigh sheets for the scales.

Registrations at Event

Register all drivers that did not pre-register, starting with the qualifying number you have remaining for that class and division. Continue with the same procedure that you did for the preregistration, 3 sets of qualifying cards; place each driver's name and qualifying # on qualifying sheet and qualifying weigh sheets for the scales.

Note: **If using electronic scoring, qualifying sheets and qualifying weight sheets will be printed and used to record times and weights.**

OFFICIAL QMA RUNNING ORDER & NUMBERING SYSTEM

Jr. Novice	Gold	049-000
Adv. Novice	Gold	099-050
Jr. Honda	Yellow	H299-H100
Sr. Honda	Orange	H499-H300
Hvy. Honda	Salmon	H699-H500
Jr. Animal	Red	A299-A100
Sr. Animal	Red	A499-A300
Hvy. Animal	Red	A599-A500
Mod	Blue	399-300
Jr. 160	Pink	G099-G000
Lt. 160	Lt. Purple	G299-G100
Hvy. 160	Dk. Purple	G499-G300
B	Tan	499-400
Lt. World Formula	White	W199-W100
Hvy. World Formula	White	W299-W200
Jr. Half	Teal	599-550

EVENT FORMAT

Local events
Racing format is at the club's discretion. The following formats can be used for local events if desired.

Alternate Grand National Format (Car count exceeding 350 cars to be done in QMA class/division running order)
- Practice sessions
- Individual timing (by qualifying number, lowest to highest)
- Main/Feature races

Main/feature lineups will be created based on qualifying results.

Grand National Format
All Grand National events will follow this format:
(to be done in QMA class/division running order)
- Practice sessions
- Individual timing (by qualifying number, lowest to highest)
- Heat races
- Main/Feature races

Points will be assigned for qualifying results and heat results.

Heat lineups will be created based on qualifying results/points.

Main/feature lineups will be created based on combined points from qualifying and heats.

PRACTICE PROCEDURES

When practice begins for qualifying, there will be at least two scorekeepers in the tower. They will check the sign-in numbers of the cars on the track to make sure they are counted for practicing and are in the correct order.

When the safety sheets come to the tower from registration, they will be checked to see that all information is on the sheets correctly. Be sure that all juniors are under 9 years of age and all seniors are 9 years of age or older. (EXCEPTION: rule regarding drivers turning 9 mid-season. See rulebook Article 5, Divisions Sec. 2). The age of the child on qualifying day will determine the division the driver will run during that racing event. Refer to QMA rulebook for weight divisions.

After the sheets are checked, they are to be placed by class, in numerical order of sign-in number. This also is the order of timing. For Grands (optional for Regional) timing and practice will be done in the order of sign-in numbers (first to sign-in, last to qualify) no changes allowed. If a car is not in position or unable to practice in the proper order, the car will miss that practice session. Per 2005 National Meeting – No changing of division in class or classes once practice begins for that class. There will be separate qualifying sheets for each class and/or division.

If using electronic scoring, the Registration Quick Sheet will be used by the tower and pit stewards to ensure proper order for practice.

QUALIFYING PROCEDURES

When qualifying begins, the Head Scorer along with a minimum of two manual scorers, preferably four, will be in the tower. There must be an uneven number of scorers. No one else other than an announcer will be allowed in the tower unless they are on official business. **The fewer persons you have in the tower, the less confusion during qualifying.**

All recording of timing and scoring of races by scorekeepers, will be done in ink. The clock will be placed in front of the Head Scorer or appointed assistant.

Handler is not allowed on the track. At any event (Local, Regional, or National) all 8 qualifying laps may be "on the clock" to be determined by the Race Director. Timing will begin the first time the car the passes the start finish line. Otherwise QMA Grands National format is 5 warm up laps followed by 3 laps on the clock. The handler may stand next to the Race Director to change the number of warm up laps wanted before the car enters the track or to put the driver "on the clock" at any time prior to the finish of the warm up laps. If a handler doesn't state otherwise, it is assumed 5 warm up laps for regular qualifying.

When the first car has taken the green flag for the first timing lap, the date and time of day will be read out loud in the tower and noted on all qualifying cards and timing sheets. Qualifying times will then be announced in the tower by the Head Scorer or appointed assistant and recorded by all scorekeepers. One of the other scorers will verify times read out loud after verification by all scorers, the time/best time will be announced.

If a car is not in position or unable to time in the proper order, the car will be assigned a NT and placed in the last qualifying spot of its class/division. If a car leaves the track or breaks after one time on the clock, he is finished. That car will only have one time. Also, if car leaves the track before any time is taken, this car will be assigned a NT. If car stops on the track and/or spins during completing all timing laps, he may be restarted and allowed to complete all remaining timing laps. The first or fastest lap will be the qualifying time. Any irregularity will be noted on the qualifying sheets, i.e. signed in heavy, but did not make weight, no tail cone, etc… If a heavy class DRIVER is found light after qualifying, they will be assigned with a NT and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If a CAR is found to be light or is disqualified after qualifying for any other reason, it will be given a DQ for its qualifying time and placed in the last qualifying spot of its class/division. The weight or other infraction must be corrected prior to racing.

If a tail cone falls off during timing, the car will be able to continue timing (no yellow flag will be thrown). That car may have to "drive around the tail cone" and at the scales, they must make weight without the tail cone.

If during qualifying there should be any mechanical error in the timing system or in the case of transponder usage (a transponder not "reading"), the car on the track will be brought into the hot chute area while the problem is fixed. The car would not be allowed to be worked on or touched other than to fix a transponder. Once the problem is fixed, the next car in line will then go out and time followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm-up laps and any remaining qualifying times.

Once qualifying is completed, drivers will be placed in the proper order as follows: qualified cars (fastest to slowest), NT in order of registration, DQ in order of registration and then DNA also in order of registration. In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position. In the event of a second tied time the third fastest time will be used as a tie breaker. If a handler wishes to scratch a car from a race, he must notify the Race Director, who will in turn notify the tower. If a car is scratched before the lineups are made, all slower cars will be moved up. **No cars**

will be moved up because of cars scratched after the lineups have been posted. REMINDER: This is in accordance with the Grands format.

When qualifying is completed, scorers will prepare lineups. Lineups will be prepared from timing sheets. A timing sheet will be provided to each scorer. The Head Scorer will contact the Race Director in case there are any questions. There should be a sufficient number of copies of lineups for each race including one for All Race Officials (pit steward, race director and flagman) and posted in a common place for participants.

SETTING UP RACES

After timing is complete in each class or division, scorers should prepare to set up races by numbering fastest to slowest cars from their timing sheets.

REMINDER: If a heavy class DRIVER is found light after qualifying, they will be assigned with a NT and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If a CAR is found to be light or is disqualified after qualifying for any other reason, it will be given a DQ for its qualifying time and placed in the last qualifying spot of its class/division.

Local events
Race setup is at the club's discretion. Common practice is all races are set up by inverting the fastest cars to the rear and slowest on the pole in all classes which is described in the Old Grand National Format below.

At Local Level ONLY:
It may be mandated that divisions and classes be combined at local events. EXAMPLE 1: Lt & Hvy WF may be run together as long as the Hvy cars are started to the front and Lt to the rear. This method, more often than not, supports our rule of fastest cars to the rear and offers consistency in our program. Awards must be given to each division at the completion of the race. Lt & Hvy cars are separated on the score sheets to determine the finish of both divisions separately. EXAMPLE 2: Jr & Sr Honda may be run together as long as the Jr Honda cars are started to the front and the Sr Honda to the rear. This method, more often than not, supports our rule of fastest cars to the rear and offers consistency in our program. Awards must be given to each class at the completion of the race. Jr & Sr cars are separated on the score sheets to determine the finish of both classes separately.

Old Grand National Format
After each class and division has completed qualifying, verify the order of your cards (fastest to slowest). Using the cards seems to speed up the process of verification. Those qualifying times determine your lineup for each main in each class and division. Please remember top 6 are inverted. The last main top 6 are inverted; the remainders of drivers are straight up. Cars that are transferring into the next race will go straight up according to how they finished (Example 1st place in the "C" main will be car #6 in the "B" main and so on). After qualifying is completed paperwork for that class and division can be done, score sheets, race weigh sheets, lineup sheets and judging sheets. You will add the race number to these papers after the race order has been established. The Head Scorer or someone she has assigned will put together a list of how many cars qualified in each class (for example Light Mod. has 27 cars meaning there will be an A, B, C, and D main).

The races should be numbered from the last main by class and ending with the A Main events. It should be established before the races begin how the tech people are to know which cars are to be impounded for inspection. Tech sheets should be prepared for each finished race and forwarded to the tech inspector before teardowns begin.

New Grand National Format

At the conclusion of qualifying, assign points as follows, with tiebreaker being the next fastest time:

Fastest = 1 point

2nd fastest = 2 points

3rd fastest = 3 points, etc.

Heat Race Lineups

Determine the number of heats based on number of cars evenly divided. For example:

- Sr Honda, 23 cars = 3 heats (8,8,7 cars per heat)
- Lt 160, 19 cars = 2 heats (10,9 cars per heat)

Lineups will be created by filling the heat positions in order, starting with the highest number of points. (Fastest time/lowest points will start in the rear). If a driver did not register a qualifying time or was DQed, that driver will start at the back of the assigned heat.

EXAMPLE:

Sr Honda (23 cars)

Start	Heat 1 (8 cars)	Heat 2 (8 cars)	Heat 3 (7 cars)
1	23rd fastest/23 points	22nd fastest/22 points	21st fastest/21 points
2	20th fastest/20 points	19th fastest/19 points	18th fastest/18 points
3	17th fastest/17 points	16th fastest/16 points	15th fastest/15 points
4	14th fastest/14 points	13th fastest/13 points	12th fastest/12 points
5	11th fastest/11 points	10th fastest/10 points	9th fastest/9 points
6	8th fastest/8 points	7th fastest/7 points	6th fastest/6 points
7	5th fastest/5 points	4th fastest/4 points	3rd fastest/3 points
8	2nd fastest/2 points	Fast time/1 point	

Lt 160 (19 cars)

Start	Heat 1 (10 cars)	Heat 2 (9 cars)
1	19th fastest/19 points	18th fastest/18 points
2	17th fastest/17 points	16th fastest/16 points
3	15th fastest/15 points	14th fastest/14 points
4	13th fastest/13 points	12th fastest/12 points
5	11th fastest/11 points	10th fastest/10 points
6	9th fastest/9 points	8th fastest/8 points
7	7th fastest/7 points	6th fastest/6 points
8	5th fastest/5 points	4th fastest/4 points
9	3rd fastest/3 points	2nd fastest/2 points
10	Fast time/1 point	

The heat races should be numbered beginning with Race #1 following QMA running order.

EXAMPLE:

180 Sign-Ins		**Total 23 Heat Races**	

32 Jr Honda (4 heats; 8 cars/heat) Race #1 Jr Honda Heat 1   Race #13 Hvy Animal Heat 1
32 Jr. Animal (4 heats; 8 cars/heat) Race #2 Jr Honda Heat 2   Race #14 Jr Stock Heat 1
32 Sr. Animal (4 heats; 8 cars/heat) Race #3 Jr Honda Heat 3   Race #15 Mod Heat 1
6 Hvy Animal (1 heat)   Race #4 Jr Honda Heat 4   Race #16 Mod Heat 2
          Race #5 Jr Animal Heat 1   Race #17 Lt 160 Heat 1
15 Mod (2 heats; 8 cars, 7 cars)   Race #6 Jr Animal Heat 2   Race #18 Lt 160 Heat 2
19 Lt 160 (2 heats; 10 cars, 9 cars) Race #7 Jr Animal Heat 3   Race #19 Hvy 160 Heat 1
19 Hvy 160 (2 heats; 10 cars, 9 cars) Race #8 Jr Animal Heat 4   Race #20 Hvy 160 Heat 2
7 B (1 Heat)   Race #9 Sr Animal Heat 1   Race #21 B Heat 1
5 Lt WF (1 Heat)   Race #10 Sr Animal Heat 2   Race #22 Lt WF Heat 1
5 Jr Half (1 Heat)   Race #11 Sr Animal Heat 3   Race #23 Jr Half Heat1
          Race #12 Sr Animal Heat 4

Main/Feature Race Lineups

At the conclusion of heats assign points as follows:
1st place = 1 point
2nd place = 2 points
3rd place = 3 points, etc.

Points awarded for the heats will be combined with the points from qualifying to determine the lineups for mains. Tiebreaker – qualifying time.

EXAMPLE: Lt 160 19 Drivers

Name	Qual Time	Points	Heat Finish	Points	Total Points
John Doe1	5.432	1	7	7	8
John Doe2	5.433	2	1	1	3
John Doe3	5.434	3	2	2	5
John Doe4	5.435	4	1	1	5
John Doe5	5.436	5	10	10	15
John Doe6	5.437	6	3	3	9
John Doe7	5.438	7	5	5	12
John Doe8	5.439	8	5	5	13
John Doe9	5.512	9	2	2	11
John Doe10	5.513	10	4	4	14
John Doe11	5.514	11	6	6	17
John Doe12	5.515	12	8	8	20
John Doe13	5.516	13	6	6	19
John Doe14	5.517	14	4	4	18
John Doe15	5.518	15	9	9	24
John Doe16	5.519	16	7	7	23
John Doe17	5.521	17	8	8	25
John Doe18	5.522	18	3	3	21
John Doe19	5.523	19	9	9	28

Main Lineups

Main	Starting Position	Name	Total Points
A	6	John Doe2	3
A	5	John Doe4	5*
A	4	John Doe3	5*
A	3	John Doe1	8
A	2	John Doe6	9
A	1	John Doe9	11
B	6	John Doe7	12
B	5	John Doe8	13
B	4	John Doe10	14
B	3	John Doe5	15
B	2	John Doe11	17
B	1	John Doe14	18
C	6	John Doe13	19
C	5	John Doe12	20
C	4	John Doe18	21
C	3	John Doe16	23
C	2	John Doe15	24
C	1	John Doe17	25
C	7	John Doe19	28

*Tie Breaker – next fastest qualifying time

If a driver is not a finisher for his heat race, he will be placed in the appropriate Main event by points but will not participate in the invert.

The Race Director or National Board member will establish a race order for the main/feature races. The number 1 race is the class with the highest main, first to hit the track (for example Sr. Honda "X" main is Race 1, then could be Jr. Honda "M" main is Race 2). Keep in mind you need to separate the races to give transfer cars enough time to get ready for the next race. The "A" Main for the highest class (usually Heavy WF or Jr. Half) is the last class to run. Once the race order has been determined and approved, the paperwork (score sheets, weigh sheets and lineup sheets) can be numbered. At the top of the score sheet, weigh sheet and line-up sheet write what division, class, main and race number that race is. Something very helpful is at the top of the score sheet write the race your transfer car will race in next (for example Jr. Honda, "C" main, Race #1, they will transfer to Jr. Honda, "B" main, race # 13. You would then put on the race #1 score sheet "go to race #13" the scorer would then know to go to Race 13 and write the transfer names to that score sheet). Each scorer will be responsible for writing the transfer drivers names on to the next score sheet. Reminder if there is a motor change as the races are being held, the Head scorer will inform the other scorers for that car to go to the tail of that race in the order that the motors were changed.

EXAMPLE FOR GRANDS FORMAT RACE SET UP: The races should be numbered from the last main by class and ending with the A Mains.

180 Sign-Ins	**Total 28 Main Races**	
32 Jr Honda	Race #1 Jr Honda E Main	Race #15 Lt 160 B Main
32 Sr. Animal	Race #2 Jr Animal E Main	Race #16 Hvy 160 B Main
32 Jr. Animal	Race #3 Sr Animal E Main	Race #17 Mod B Main
6 Hvy Animal	Race #4 Jr Honda D Main	Race #18 Jr Honda A Main
8 Jr Stock	Race #5 Jr Animal D Main	Race #19 Jr Animal A Main
15 Mod	Race #6 Sr Animal D Main	Race #20 Sr Animal A Main
19 Lt 160	Race #7 Jr Honda C Main	Race #21 Hvy Animal A Main
19 Hvy 160	Race #8 Jr Animal C Main	Race #22 Jr Stock A Main
7 B	Race #9 Sr Animal C Main	Race #23 Mod A Main
5 Lt WF	Race #10 Lt 160 C Main	Race #24 Lt 160 A Main
5 Jr Half	Race #11 Hvy 160 C Main	Race #25 Hvy 160 A Main
	Race #12 Jr Honda B Main	Race #26 B A Main
	Race #13 Jr Animal B Main	Race #27 Lt WF A Main
	Race #14 Sr Animal B Main	Race #28 Jr Half A Main

Any car still found to be illegal after the race is automatically disqualified and marked illegal on the sanction sheet. At sanction races, there is no combining of classes or divisions under any circumstances.

For Grands: When the "A" Mains are running at the completion of the race you will need to fill out a tech sheet for the first through fourth place car (unless otherwise told differently by Tech) and Fast Time. Once they are made out, a runner needs to take those tech sheets and place them in the seats of the cars going to the impound area.

No results are final until Tech is completed.

TRANSFER CARS: All Divisions (except Novice) – 5 cars transfer
                         At local level, club discretion number of transfers

In an attempt to maintain a full field of cars in each feature, if there are under four cars to finish the feature being completed, the field will be filled with the last DNF. Disqualified cars may never transfer. Remember engine changes still go to the rear of the race that they qualified in or are racing in.

Clarification of 11 - All classes, with the exception of Novices, will have a maximum of ten cars per race with eleven cars permitted for the lowest main.

HOW TO USE YOUR SCORE SHEET

❖ Fill in class, date and time of start of race.

❖ Fill in the driver's names and starting positions

❖ During warm-ups, check paper number on cars for legibility

❖ Check to see that the lineup on the track is the same as your score sheet lineups

❖ Check on any variations before the green flag. Do not adjust your lineup information on your sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out, etc

❖ List the cars as you see them pass the start/finish line on each lap

❖ Learn as soon as possible, to circle lapped cars as they occur so that there are no mistakes or delays when restart lineups are given out.

❖ If you miss a car or lap, do not try to fill it in immediately. Pick out the lead car and begin the next lap ASAP. Don't be too concerned about what lap you're on. It is more important to get the car #'s on paper. You can always reconstruct the race later from your notes and figure out the laps and finish. All reconstruction must be done in RED.

❖ When a yellow flag is thrown, make a slash mark on your score sheet between the car #'s at the point when the flag is thrown. Do not get in the habit of stopping your scoring right away. As long as you have the slash mark, you can continue to write #'s until all cars pass the line. NOTE: You'd be surprised how often this information comes in handy even though it is not an official lap.

❖ Restart lineups will be determined by taking the last completed lap (all cars present) and making the necessary adjustments for judge's decisions.

REMINDER:
All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap # of each restart (multiple restarts in same lap you may label lap i.e. 12A, 12B, 12C etc…) This is very important especially if you need another restart before you get another green lap in because in that case you would build your new lineup from your RESTART lineup.

List all Charged Yellows in the upper right-hand area of the sheet (or within your score sheet that the club uses). Use the number 1 – 0 plus X for alternate as the car #'s. Always watch for 3 Charged Yellows or 1 Flagrant Unsportsmanlike Conduct on any driver and notify your Head Scorer, who will confirm with the judges, as soon as any driver reaches maximum number of Charged Yellows.

As cars drop out for mechanical reasons, Charged Yellows etc., begin to note them in your finish area so that you have a clear idea of how many cars should be in each lap. A spotter can be a big help in this area noting these activities happening on the track. Record all laps, even if your sheet says the cars have gone
40 laps or all of the required laps, if the checkered flag has not fallen continue to score. Use the back of your score sheet or another piece of paper if need be. **NOTE: All laps count until the checkered flag is thrown.**

STARTS

The flag person will be responsible for decisions on start and the conduct of the races.

The flag person or the judges have the option to put any car(s) to the rear that fail to keep proper pace. This is not considered a Charged Yellow.

The authority of the judges begins with the cars entering the track, and/or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.

After initial warm up period has elapsed, all cars past the designated line and on the track will be lined up according to original starting position. All others will start at the back of the pack – in the order they enter the race-track.

Cars stopping on the track before the initial green flag will retain their position, unless the judges assign a Charged Yellow.

Cars going to the work area after the warm up time expires (except Half class, which are refueled after initial warm up) will be placed at the rear in the order they come back out on the track (assuming the work rule is in effect).

RESTARTS

All restarts will be single file. The flag person will be responsible for decisions on all restarts.

The judges must notify the tower of any Charged Yellows. Head Scorer and or appointed assistant will then issue a proper restart lineup order to the flag person.

When making a lineup for a restart, scorers should verify lapped cars before giving out a new lineup and all scorers should agree on the lineup. (**Note: if at any time a unanimous decision becomes impossible – the majority of scorers agreeing will determine the outcome and the Head Scorer is the tie-breaker**).

When creating a restart, you should always start the lineup by using your last completed lap. Then move the cars that caused or were involved in the accident that brought out the yellow/red flag. Next, cars that went to the work area, in the order that they returned to the track. Create your restart in the order those things happen. Refer to example below.

RE-ENTRY OF CARS AFTER YELLOW AND BEFORE COMPLETE GREEN LAP
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 a yellow thrown before the lap is completed, the car in the pits would be allowed to rejoin the race.

STARTING LINEUP		CY	DQ
1	John Doe 1		
2	John Doe 2		
3	John Doe 3		
4	John Doe 4		
5	John Doe 5		
6	John Doe 6		
7	John Doe 7		
8	John Doe 8		
9	John Doe 9		
0	John Doe 10		
X			

LAP #	RESTARTS		
38	DOT: 04	OT:6	CY:0
	9785423106		CH

10/1	_____
39/2	9785043216
38/3	978504321
37/4	9768504321
36/5	9768 /
35/6	_____
34/7	_____
33/8	_____
32/9	_____
31/10	_____
30/11	_____
29/12	_____
28/13	_____

Anytime a tail cone or other related body parts falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to put the tail cone or other related body parts back on. This car will receive a Charged Yellow unless the judges determine another car is 100 percent at fault for the tail cone/part coming off. If so, the offending car will receive a Charged Yellow and also sent to the back and the car that lost the part will not be assigned a Charged Yellow. All cars will resume racing as long as it is not their second (third for Novices) Charged Yellow and they make it back out before the green flag. They will restart at the back of the line-up. If the tail cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many Charged Yellows they have. The tail cone or other related body parts may be put back on to cross the scales.

Out Late Rule: This rule is written to clarify the case of a car coming out of the pits on a restart. Identify the situation then apply for that situation.

For cars attempting to re-enter the race on restarts, the following situations and rules will apply:

MADE THE LINE IN TIME
Situation #1: Car is attempting to rejoin the field; car is under its own power with the nose of the car past the designated out late line as determined by the judges before the green flag drops.
Rule for #1: Car will be allowed to return to the race and must fall to the end of the field before attempting to pass. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

OUT LATE – NEXT LAP COMPLETED
Situation #2: Car with nose NOT past the designated out late line as determined by the judges or not attempting to rejoin the field while in the pit area after a restart green and at least one lap subsequently scored.
Rule for #2: Car will not be allowed to return to the race and will be scored as a DNF.

NO ATTEMPT – NEXT LAP CAUTION
Situation #3: Car not attempting to rejoin the field and in the pit area after a restart green and the subsequent lap returns to caution and is not scored while the car is in the pit area.
Rule for #3: Unless this car has 3 Charged Yellows, the car will be allowed to rejoin the race and will restart at the rear of the field in the order they returned to the track.

ATTEMPT MADE, OUT LATE – NEXT LAP CAUTION CAUSED BY CAR OUT LATE
Situation #4: Car is attempting to rejoin the field with the nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and the judges determine that the car out late causes a caution during the restart or first lap after returning to the track.
Rule for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

ATTEMPT MADE, OUT LATE- NEXT LAP CAUTION
Situation #5: Car is attempting to rejoin the field with nose of the car NOT past the designated out late line as determined by the judges before the green flag drops and a caution occurs before a lap is scored and is not due to the car entering the track late.
Rule for #5: Car will be allowed to return to the race on the next restart and will restart at the rear of the field.

IN ALL SITUATIONS IT IS THE FLAGGER'S RESPONSIBILITY TO MANAGE THE SPEED OF THE CARS WHILE UNDER CAUTION SO A CAR RETURNING TO THE TRACK CAN SAFELY DO SO AND JOIN THE FIELD AT THE REAR OF THE PACK.

SCORING RACES

On race day, there will be a minimum of three scorers, preferably five, to score the races (local level 5 or 3 scorers); scorers should also note cars stopped on the track and record lap and reason for cars leaving the track. The flag person will make sure the four corner men are in position before dropping the green flag. (Announcer, judges and scorers should help monitor this.)

Be sure that all scorers have a clear view of the start finish line. **All scoring should be done from the start/finish line-NEVER from turn 4.**

When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.

When the green flag falls each scorer will record the cars as she/he sees them cross the start-finish line. Laps can be scored either vertical or horizontal on the scoring sheet. There are QMA scoring sheets for both methods and either method is acceptable.

Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.

EXAMPLE:

      Lap 23   9-7-8-5-0-4-3-2-1-6
      Lap 22   9-7-8-5-0-4-3-2-1
      Lap 21   9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
      Lap 20   9-7-8-5-0-4-3-2-6-1
      Lap 19   9-7-8-5-0-4-3-2-1
      Lap 18   9-(6)-7-yellow flag (8 & 5 stopped on track)

The 6 car would have been circled for the second time in lap 18 if not for the yellow flag. Because car 6 crossed the start-finish line before the yellow you bring car 6 to the rear of lap 19 and he is no longer lapped in lap 18. Remember not to count that circle from the incomplete lap when tallying lapped cars and **NEVER RESTART A RACE WITH A LAPPED CAR.** This makes lap 19 your last completed/recorded lap. (This does not affect being lapped in lap 21). Assuming no driver was found to be 100 percent at fault your lineup should be 9-7-0-4-3-2-1-6-8-5.

EXCEPTION: IF CAR#6 had spun and did not cross after the 9, you would need to go back to lap 20 to create your new lineup. You would re-start the races with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap and then you will resume racing on the next lap following that last COMPLETE LAP.

WHAT TO DO WITH LAPPED CARS
When restart line-ups are made lapped cars are left where they were running with the following exception:

EXAMPLE

      Lap 24   9-7-8-5-0-4-3-2-1-6
      Lap 23   9-7-8-5-0-4-3-2-1
      Lap 22   9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
      Lap 21   9-7-8-0-5-4-3-2-6-1
      Lap 20   9-7-8-5-0-4-3-2-1
      Lap 19   9-(6)-7-8-5-0-4-3-2-1 <-circle car 6
      Lap 18   9-7-6-0/ yellow flag

Lap 19 is completed, yellow is thrown, 8&5 are stopped on the track and no driver is found to be 100 percent at fault. The new lineup is 9-6- 7-0-4-3-2-1-8-5. Even though car 6 is a lap down it restarts in the 2nd position. However it is actually running 10th in the race at this point.

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by stopping on the track or to be found 100 percent at fault), the lapped car will be brought to the rear and now becomes un-lapped for 1 (one) lap only.

EXAMPLE: Lap 37 was 9-7-6-8-5-0-4-3-2-1, if the next lap is 9-7-6-8 but a yellow comes out because 9 & 7 are stopped on the track and no driver is 100 percent at fault, the first step in recreating the new line-up would be 6-8-5-0-4-3-2-1-9-7 moving the cars that stopped on the track to the rear. But, you **CANNOT RESTART** a race with a lapped car; the lineup will now be 8-5-0-4-3-2-1-9-7-6. Now the lapped car will become un-lapped in that lap only. **(Refer to example below)**

	STARTING LINEUP	CY	DQ
1	John Doe 1		
2	John Doe 2		
3	John Doe 3		
4	John Doe 4		
5	John Doe 5		
6	John Doe 6		
7	John Doe 7	37	
8	John Doe 8		
9	John Doe 9	37	
0	John Doe 10		
X			

LAP #	RESTARTS
37	DOT: 97 CY:97
	⑥850432197 DOT
	8504321976 (6 got 1 lap back)

40/1 _____

39/2   9785043216

38/3   978504321

37/4   97⑥8504321

36/5   9768 /

35/6 _____

34/7 _____

33/8 _____

32/9 _____

31/10 _____

30/11 _____

29/12 _____

28/13 _____

27/14 _____

REMINDER: cars going to the rear are placed there in the same order as the events occurred.
1. <u>**Cars still running.**</u>
2. <u>**Cars stopped on track but not at fault:**</u> All in the positions they were running on the last completed lap, unless the car went into the work area. **NOTE: Cars stopped on track but not at fault only exists if a driver is found to be 100 percent at fault for the incident and is assigned a Charged Yellow.**

3. <u>**Charged Cars:**</u> A car assigned with 100 percent fault for the incident will be placed to the tail of the line-up. If 2 or more cars stop on the track and the judges did not assign 100 percent fault to one car they go to the rear in the order in which they were running in the last completed lap.

4. <u>**Work area cars:**</u> While you are getting your new line-up, cars that went to the work area, (if work rule is in affect), will be placed in the line-up **at the back** in the order they returned under power.

2001 Rule Change ---A car that has pushed around the track by handlers can only pass the flag stand *twice*; thereafter the car must go to the designated work area before returning to the track surface.

If a car stops on the track during yellow flag conditions, the driver will retain their running order as of the last recorded green flag lap and will not be assigned a Charged Yellow unless the judges assign fault. If after a red and or yellow flag falls, but before the green drops, a car is pushed off and stops before they have completed one lap under power, the car will be put back in their running position and not be counted as stopped on the track.

<u>EXAMPLE</u>:
If two cars stop on the track under yellow and the judges assign fault to one of the cars, the car at fault goes to the rear or is DQ'd depending on the infraction. Then if a car comes out of the work area in time, it will go behind him. If a second car returns from the work area after that it goes to the last spot in the line-up, and so on, it continues.

Cars numbered 1-2-3-4-5-6-7; the leader car #1 spins out after lapping everyone in the race twice. If no fault is assigned the new lineup is 1-2-3-4-5-6-7, with all cars except the leader being only one lap down. At the same time, if each of those cars were down a different number of laps, each would simply be credited with one lap back. Anyone who was down 3 laps would now be down 2 laps, etc. Remember you cannot start a race with a lapped car.

STOPPED ON TRACK/CHARGED YELLOW

Before the initial green: All cars stopping on the track before the start of the race will retain their starting positions, unless the judges determine one car is 100 percent at fault and is assigned a Charged Yellow.

Under green flag conditions: All cars stopping on the track should be recorded on the scoresheet. If the judges find one car 100 percent at fault that car will be restarted at the back of the pack and will be assigned a Charged Yellow. All other cars involved in the incident will retain their position as of the last green flag lap scored. If full responsibility is not assigned to a single car, all cars that stopped as part of the incident and all cars that did not stop in a controlled manner will be restarted at the rear in the order in which they were running on the last recorded green flag lap and will be assigned a Charged Yellow.

Under yellow flag conditions: Any car(s) stopping on the track under the yellow will be restarted in the position they were running in the last completed lap. Remember that cars stopping on the track under yellow are recorded separately from cars stopping on the track under green and the cars are not assigned a Charged Yellow unless the judges make such an assignment.

3 Charged Yellows: After a car receives its 3rd Charged Yellow, on that lap the car will be shown the black flag to exit the racing surface and be considered a DNF**.

1 Flagrant Unsportsmanlike Conduct: After a car receives 1 Flagrant Unsportsmanlike Conduct offense from the judges that the car is AUTOMATICALLY disqualified. This car# should not appear in the restart line-up.

If a car is disqualified under GREEN, the tower will notify the flagger who will signal the driver by waving the black flag to that car. If in the case the driver refuses to leave the track after 3 attempts by flagger, the red flag is thrown and the car will be removed.

ORDER OF FINISH

The order of a finish will be determined by the order of cars that went the most laps in order of their finish. By circling a car # when it is lapped, it can be determined how many laps it was down by counting the circles at the end of the race.

If your last lap reads: 9-0-8-7-6-5-1-4-3-2 and cars 6 & 1 were each lapped once, car#5 was lapped twice and car #4 lapped three times, slash marks should be made next to each lapped cars in the final lap to determine how many times each has been lapped.

EXAMPLE:
9
0
8
7
6/
5//
1/
4///
3
2

Your finish would be 9-0-8-7-3-2-6-1-5-4 after considering the lapped cars. When the checkered flag drops the time of the day should be written on the score sheets. A protest must be made within 1 hour after the completion of the race. NOTE: If there is an extended period of time between the time a race ends and the time of day that the finish is announced, protests of a finishing position should be accepted for 1 hour after it has been announced.

THE ORDER OF FINISH WILL BE:

Finisher– Driver must cross start-finish line on the checkered flag lap. Crossing the line means any part of the car that crosses over the line in anyway it crosses the line. i.e. front bumper, rear bumper, sideways, backwards, upside down, etc…

Did Not Finish (DNF) – if there is more than 1 DNF, their finishing order is determined by the most laps ran ahead of those cars with lesser laps ran. (A DNF car is one that took the initial green. The car does not have to complete a lap. A car receiving 2 (3 for Novices) Charged Yellows is also a DNF.) *If two cars are DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless one car was 100 percent at fault and assigned a Charged Yellow then the car without the Charged Yellow will receive the better finishing position. Exception: if one of the cars attempts to rejoin the race, takes the green but goes out before the lap is completed that car will be scored ahead of the car that did not attempt to rejoin the field unless the judges assign a Charged Yellow.*

Disqualified (DQ) – In order in which they occurred, i.e. Flagrant Unsportsmanlike conduct, excessive biking scales, tech, loss of safety related equipment, etc.

Did Not Start (DNS) – If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.

** THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS, NO MATTER WHAT TAKES PLACE. NEVER GO BACK A LAP FOR A FINISH OF A RACE OR USE VIDEOS TO "RECREATE" FINISHES.

NO FINISHING POSITION CAN BE AWARDED TO ANY DNF-DNS-DQ for refusal of any inspections. Participation awards may be distributed to these participants at discretion of the Host Club. Refer to Grand National Contract for Grands Awards.

EXCEPTION:
For example, if an accident happened on the checkered flag lap involving three cars, all of which were on the lead lap, cars #1 &#2 stop on the track and do not take the checkered, car #3 continues on and does cross the line for the checkered flag. **The race is over when the checkered flag comes down!!!** If the judges disqualify the #2 car in the incident the #1 car is still a DNF and the #3 car is the winner. On your finish car #1 is listed with a DNF and car#2 a DQ and car #3 is awarded first place, etc. *Any Charged Yellow that is assigned because the car was 100 percent at fault on the checkered flag lap is an automatic DQ.*

When the scorers have received a decision from the Lead Judge and have agreed upon the official finish, the scorers will record the finish on scoring sheets to be posted and the results sent to tech and awards.

NOTE: Awards should not be given out until completion of tech inspections. REMEMBER– Refusal of tech or safety inspection is an automatic DQ and sanction sheets must be marked illegal for anyone who refuses.

The score sheets, qualifying sheets from the event, the judge's sheets, tech sheets, and weight sheets should all be fastened together and retained as permanent records. Also any written protests should be attached.

At the completion of a National Event, results should be given to the QMA Publicity Director. Qualification sheets, fast time, and finishes of all races must be forwarded on to the QMA National Office. The host club for their permanent records should also retain a copy of each. A check for sanction fees should be provided to QMA by the completion of the National event. Refer to the Rulebook for race fees.

HOW TO CREATE A FINISH

First note the time of day that the race was completed, this procedure is critical to the one-hour protest rule. Some clubs choose to also note the time of day that the finishes were announced, if there is a considerable difference in time, in case someone is protesting a finish of a race. (This should not be done at a sanction event).
Verify the last recorded lap with all other scorers. If there is a problem re-check all sheets and remember that the majority rules and the Head Scorer will break ties.

Go over your race on your own sheet carefully and verify the total number of lapped cars (how many circles) each scorer has, and any other special circumstances of the race. All must agree if there is not a unanimous agreement continue to go over the race lap by lap until you understand where the mistake or difference is and again, the majority rules.

NOTE: DO NOT FILL IN MISSED LAPS OR CARS, or fill them in with red ink so that there is no question about what you actually saw/wrote on your own and what you only copied from another scorer. Remember mistakes can be copied just as easily as anything else, BE CAREFUL.

After considering all lapped cars, verify your finish with all other scorers; all should agree. If not, spend some time to figure out why. Don't announce finishes that you are not 100% sure of. It has happened quite often that the one person who does not agree on the finish is actually the only one who is right. If you can't get a unanimous decision go with the majority.

Remember that DQ, DNS do not get a finishing position. QMA rule –no trophy or award to those drivers. (Trophies can be given out to these finishers at the discretion of the host club).

A DNF is at the discretion of the local races.

A driver that does not take the initial double file green flag is a DNS. A driver that does take the initial double file green flag, but does not complete a lap is a DNF. A driver must take every green lap in order to be a finisher. If you are using a work rule, be careful and use a qualified competent spotter. **If a driver comes back out late from the work area and misses the start, he/she is scored until verified by judges as being late.**

Sign your score sheet and retain one complete set of score sheets in the tower and one set may be kept on file with the Head Scorer or Tower Chairperson, for use as a backup.

** Always keep all originals, make copies for everyone else.
After the race is over staple all score sheets, lineup sheet, weigh sheet and judges sheet together.

SPOTTER

During a sanctioned event a spotter is strongly recommended. At a National event a spotter is mandatory. He/she will note when a yellow flag comes out and also notes which cars are stopped and in what order they stopped on the track. Additional duties are to write down the number of the cars that leave the track and in which order they left. Most importantly, if a work rule is in effect, to note the order in which they return to the track.

The spotter needs to designate and record which cars stop under green and which under yellow. They are also, to mark down which cars are assigned a Charged Yellow. Write everything down – it is far better to write too much than not enough.

REFUELING RULE

For the 1/2 class, laps are to be counted when the green flag falls. In order to know when the cars have gone 80 laps and are eligible to refuel at the next yellow or red flag, you must count all laps green and yellow from the time the green flag fell until you reach the 80th lap total. When the total of 80 is achieved the spotter reports to the Head Scorer that the cars can refuel at the next yellow or red flag, or if under yellow when the 80th lap occurs, the spotter will report to the Head Scorer that there is a need for a red flag to refuel immediately. **NOTE:** Per the 2007 National Short Sheet – All Half races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any QMA sanctioned event.

LAP COUNTER

The assigned lap counter is mandatory for all host clubs for Grands, assigned to count laps during a race and is responsible for accurate reporting of laps to Head Scorer.

Lap cards should be displayed beginning with the total laps to be run and working down to the one lap to go card. The cards must be in plain sight of the flag person at all times.

The lap counter is in charge of warm-up sessions for both weekly events and sanctioned events. An indication of the duration of the practice session will be displayed in a way to show an accurate count of time elapsed.

A simple kitchen timer is recommended for keeping track of warm up sessions. During a National event, the lap counter will be in charge of timing of all practice sessions.

When using an electronic countdown clock/lap counter, a person should be designated to control the equipment. This is the clubs responsibility to have a designated controller. The person designated to run the electronic scoring system will ensure the correct laps are being counted down by the computer.