

Baylands QMRA
Current Racing Rules & Regulations
As Amended February 2007

Baylands rules and regulations change log

<u>Date</u>	<u>Paragraph #</u>	<u>Change Description</u>
12/02	9.1.1	Changed amount of time for all others warm-ups to 2 minutes.
12/02	4.2.3 item 2	Deleted paragraph referring to exemption for novices who ran on News Years day hangover race.
12/02	14.2	Clarification of the paragraph.
12/02	15.7	Added section on wheeled toys being prohibited on race days
02/03	16.0 and 16.1	Deleted the amendment clause.
02/03	4.2	All snack bar and work party hours in excess of required number are transferable between families.
02/03	4.2	Vice-President may assign jobs and give work party hours for special projects as he/she sees fit.
02/04	4.2	Associate members now are required to be full Baylands members doing work party & snack bar hours to be eligible for year end awards.
02/04	9.5 item 9.5.1	Clarification of the paragraph
02/04	2.0 item 2.1.1	Clarification of technical DQ's for throw out races.
02/05	4.2	Change work part requirements to read: <u>BOD Officials and Novice Trainers are exempt from these Requirements.</u>
02/05	4.2	Change Snack Bar requirements to read: <u>Tower Director is exempt from Snack Bar Requirements.</u>
2/06	4.2	Remove <u>BOD Officials and Novice Trainers are exempt from these Requirements.</u>
2/07	4.2.3	Clarified Rookie of the year eligibility
2/07	10.3	Added judging participation rules

1.0 INTRODUCTION & PURPOSE

1.1 The intent of this document is to explicitly state the racing rules, regulations, and format under which the 2006 Club races are conducted.

2.0 NUMBER OF RACES

2.1 There are eight (8) points races scheduled for 2006. There will be one throw-out used in total year end points calculation. The year end points totals will be the accumulation of the seven (7) highest point races per Driver class.

2.1.1 Only a FBF (Flagrant Black Flag) offense or Technical DQ will **NOT** be considered as an allowable throw-out for Year-end awards. If a driver is on any technical DQ serving a QMA suspension, again, this is not an allowable throw-out. FBF offenses are listed in Section 3.3.2, and will be based on judging calls and the severity of the action.

2.1.2 In the event of rain, the following shall apply:

1) If Qualifying and Heats are completed for all classes before the event is called due to weather, the race day shall be considered complete, and race day points will be awarded accordingly. For classes that do not complete their Mains, 30 points will automatically be awarded to each participating Driver.

2) If a Race is cancelled in its entirety due to weather, and cannot be made up through a rain date, then the Club will drop the event(s) from the Series. Extra rain dates beyond the two (2) included in the 2005 schedule will not be added. There will still be a low throw-out race.

3.0 **POINTS**

3.1 **Sign In:** There will be five (5) points awarded per class to each Driver for sign-in for that class, provided that class, for that day, meets the legal definition of a class. Sign in points will be awarded to Drivers who DQ for any reason. All other point awards for any class are contingent upon that class meeting the definition of a minimum class (see Sec. 5).

3.2 **Qualifying:** Qualifying points will be awarded to the first five (5) fastest qualifiers in each class division. The bonus point for new track records will only be awarded to the final new track record holder in a given class or division, at the end of Qualifying.

3.3

<u>Qualifying Points</u>	
New Track Record	1 Bonus Point
Fast Qualifier	5 Points
2 nd Fast Qualifier	4 Points
3 rd Fast Qualifier	3 Points
4 th Fast Qualifier	2 Points
5 th Fast Qualifier	1 Point

3.3.1 **New Track Record:** If a Driver breaks a current track record during their 3 qualifying laps, they must submit to a mandatory tear down and weight confirmation. If the fastest qualifier does NOT pass tech inspection after the main event, or meet weight requirements immediately upon leaving the track after qualifying, and there is a second Driver that also broke the current track record, then the second-fastest Driver must submit to and pass inspections to be granted the record. This process may be extended to all Drivers that broke the standing record, until a car/Driver is found to pass both weight and technical inspection. This Driver will receive the official Track Record, and the Bonus Qualifying Point. New track records are not official and will not be recorded unless weight confirmation and the Technical Director or his official representative has completed tear down, or an alternate appointed by the President.

3.3.2 If any of the top five qualifiers do not make weight upon weighing immediately following

qualifying, they receive a “NO TIME” and the remaining Drivers in that class move up one qualifying spot, and receive qualifying points and heat race position accordingly.

3.4 Racing Points:

BAYLANDS REGULAR CLUB SERIES RACES
Total Possible Points = 61

<u>Finish Position</u>	<u>Sign-In</u>	<u>Qual.</u>	<u>Heat</u>	<u>Semi</u>	<u>Main</u>
1 st Place	5	5	20	0	30
2 nd Place	5	4	19	0	28
3 rd Place	5	3	18	10	26
4 th Place	5	2	17	9	24
5 th Place	5	1	16	8	22
6 th Place	5		15	7	20
7 th Place	5		14	6	18
8 th Place	5		13	5	16
9 th Place	5		12	4	14
10 th Place	5		11	3	12
11 th Place	5		10	2	10

3.4.1 To qualify for racing points (Heat Race, Semi or Main Event), a Driver must report to and attempt to practice at the warm up for that race. To further clarify “Attempt to Practice”: A Driver must complete a minimum of one full lap under the cars own power. Drivers that attempt to warm up and complete at least one full lap under the car’s own power, but fail to make the start of a Heat, Semi or Main will receive last place racing points as a DNF (Did not Finish). If more than one car fails to start after having completed one full lap under power at the warm up, they will be awarded points in the order of the initial intended line-up.

3.4.2 Points will not be awarded to cars (Drivers) disqualified for immediate FBF offenses or driving/rule infractions, including: deliberate rough driving, cutting the infield, disobeying flags, signaling by Handler under green, unsafe driving, defensive driving, improper wearing of safety equipment, or making adjustments during a Red Flag. Judges for each individual race will determine if the severity of the infraction is flagrant. Cars disqualified for three Dots or mechanical reasons (Liberating Parts or Fluids under Green Flag Conditions) will be considered a DNF and receive points based on the number of laps completed.

Cars are subject to calls (flagrant or other) from the time they enter the track for practice/warm-up before a race to the time they reach scales.

3.4.3 DNF points will be awarded on the basis of the number of laps completed. For example: in a race where eight cars initially take the green flag, if CAR-A completes 20 laps and then drops out for mechanical failure and CAR-B completes 26 laps and then drops out due to a crash, then CAR-A will receive 8th place points and CAR-B will receive 7th place points because CAR-B completed more laps.

3.4.4 DNS (Did not Start) and NS (No Show) cars will receive no racing points in the event for which they did not race. A DNS is defined as a car that fails to complete one lap under its own power before the start of the race.

- 3.4.5 All 100-Lapper, Monza, and Region 10 Series Races at Baylands are excluded from the club point series.

4.0 **AWARDS**

4.1 **Novices:** The entire Novice Class will receive competition awards for each Main Event. For this reason, and because of the high rate of turnover, the Novice Class is excluded from receiving points towards year-end awards, including Annual Jackets or Trophies indicating year-end position. Novices will however, accrue points toward the Baylands Point Championship for purposes of calculating class transfer position.

- 4.1.1 Novices that have participated in the minimum number of races as defined in Section 5, or have participated in the majority of the point races available to them after graduation from training, will receive a 2006 Baylands point series participation trophy.

4.2 **Year End Awards:** To be eligible for year-end awards, a Driver must have entered, qualified, and attempted to race in a minimum of six (6) Races in a given class (transferring Novices are granted an exception). That class must have met the requirements of a minimum class (see Section 5) at least four (4) or more times during the racing series. **Drivers must have also met the minimum work requirements at track and in the snack bar, to receive any year-end award. Any associate members have to be full Baylands members to be eligible for year end awards, which then requires them to complete the necessary work party & snack bar hours for the year.**

WORK PARTY REQUIREMENTS: (8) hours to be completed between January 1, 2006 and June 30, 2006, and an additional (8) hours to be completed between July 1, 2006 and December 1, 2006. Additional hours earned in the first half will not be carried over to apply towards the second half obligation. Active Members must have a minimum of 8 hours per half totaling 16 hours for the year. Applicable hours for anyone under the age of 18 will be considered on an individual basis at the sole discretion of the Vice President or designee. Hours may be transferable to other families. Vice president must give pre-approval prior to work being done. The vice president may assign jobs and give hours to families for special projects as he/she sees fit. A \$250.00 PER half Cash/Check donation to be used for facility improvements will be accepted in lieu of hours worked. This is a flat donation amount and will not be prorated if prior hours have been completed.

SNACK BAR REQUIREMENTS: Two 4-hour shifts to be completed between January 1, 2006 and June 30, 2006, and an additional two 4-hour shifts to be completed between July 1, 2006 and December 1, 2006. Hours are not transferable between first and second half. Active Members must have a minimum of 8 hours per half totaling 16 hours for the year. Applicable hours for anyone under the age of 18 will be considered on an individual basis at the sole discretion of the Snack Bar Director or designee. Hours may be transferable to other families. Snack Director must give pre-approval prior to work being done. The Snack Bar Director may assign jobs and give hours to families for special projects as he/she sees fit. .

Tower Director is exempt from Snack Bar Requirements.

There will be no exceptions to the above stated Work Party and Snack Bar Work Requirements. All snack bar and work party hours in excess of your required amount may be transferred between families.

- 4.2.1 Champion:** At the end of the racing season the overall point leader in each class will receive a Baylands racing jacket suitably embroidered, and a plaque acknowledging their finish position. The remainder of the class (except for the Novice class) will receive awards based on their point totals, provided they have raced the minimum number of races required and completed Track and Snack Bar Work Requirements to be eligible for awards.
- 4.2.2 Championship Tie Breakers:** In the event of a tie within any class or class division for the overall points championship of the 2006 Baylands Club racing season, the tie will be broken in the following order:
- 1st Consideration -- Greatest Number of first place main event wins
 - 2nd Consideration – Greatest number of first place heat race wins
 - 3rd Consideration – Greatest number of new track records
 - 4th Consideration – Greatest number of fastest qualifier
- 4.2.3 Rookie of the Year:** A Junior Novice or Senior Novice moved to a competitive racing class 15 days or more prior to the first Grands of that calendar year shall be eligible for Rookie of the year honors in that calendar year. A Junior Novice and Senior Novice who is moved to a competitive racing class within 14 days of the first Grands of that calendar year shall be eligible for Rookie of the year honors the following calendar year. The Novice Advancement Committee, based on improved driving/racing ability only, will determine Rookies of the Year. Point standings will not be considered for the Rookies of the Year Award. Novice Advancement Committee for the Baylands Club Series consists of: Club President, Track Director, Tech Director, Safety Director, and Training Director.

5.0 MINIMUM ENTRIES REQUIRED FOR CLASS

- 5.1** One or more cars are required in any given class in order for that class to qualify for points awards. Two or more cars are required in any given class for that class to get racing points.
- 5.1.1** To further clarify, if only one car signs into a given class, then that car will qualify for sign-in points. Two or more cars are required to sign-in and attempt to qualify for either car to receive qualifying or racing points.
- 5.2** Classes with only one Driver signing up may run in all events for the day, and will be combined when appropriate, however one car classes are running for sign-in points only. No racing points will be awarded to participants of classes with less than two entries.

6.0 COMBINED CLASSES

- 6.1 Combining:** Sub-classes (i.e.: Light and Heavy/Jr. and Sr.) of four or fewer cars may be combined with the other sub-class up to the point where a combined class would result in no more than ten cars per event. For example, if four or less lights sign in, then they may be combined with any number of heavies up to six, to make a combined class of no more than ten cars. The decision to combine classes must be approved by the majority of the Handlers in the two sub-classes involved.

6.2 Scoring: When classes are combined, each sub-class will be scored separately even though run together, provided each of the sub classes has at least two entries. Each sub class will receive separately determined qualifying, heat race and main event points, i.e.: the finishing position of cars not in a Drivers sub-class will be disregarded when calculating points or trophy placement.

6.3 Line Up: Whenever a Light/Heavy or Junior/Senior group is combined for the race day, the heat race lineup will be determined by the qualifying times for each sub-class, with the Heavy or Senior sub-class(es) being lined up in front of the Light or Junior sub-class(es). The main event line up will be inverted from the heat race finish, again with the Heavy or Senior sub-class(es) being lined up in the front.

Lineups are further detailed in Section 9.4 - Racing Format.

7.0 LATE SIGN-IN'S

7.1 A late sign-in car is a car and/or Driver who attempts to sign in to any class after that class has finished qualifying.

A given class is considered to have finished qualifying when the following class takes the track for warm up of its qualifying round.

7.2 Cars and Drivers may sign in to an open class any time during the day, (provided they have passed safety inspection and have been signed off as having their fire extinguisher), up to the point where that car's class begins it's Main Event. An open class is one in which there are less than eleven cars already signed in at the time the late sign in arrives (eight {8} cars for Junior Classes). Late sign-ins will NOT be accepted if doing so would result in a class with more than eleven cars (nine{9}for Junior classes).

7.3 After qualifying, and line-ups for the target class have been posted, late sign-ins will still be accepted under the terms above, provided that adding the late sign-in to that class will never alter or change already posted line-ups.

7.4 Late sign-ins arriving after that class has finished qualifying will not be allowed any make-up qualifying attempts.

7.5 All late sign-ins will start in the back of their respected Heat Races (Main Event, if Heat is missed or not scheduled), in order in sign-ins.

8.0 REFUNDS

8.1 Requests for refunds of sign-in fees will only be honored for classes in which the Driver did not attempt to qualify.

The only exception being in a situation where a car left stranded in a one car class because all other entries have irreparably crashed or suffered mechanical failure provided the class in question had two or more entries at the start of qualifying.

9.0 RACING FORMAT

9.1 Qualifying

9.1.1 Hot Laps/Warm Up: There will be one round of hot lap practice.
Novice Class - 5 cars for 5 minutes

All Others – 7 cars for 2 minutes

Classes with more than seven (7) cars (five for Novices) will be split into two (or more) practice sessions.

9.1.2 As each class finishes its round of hot laps, the cars will line up in the pit area parked in the numbered slots painted there, in paper number order. Qualifying will begin in paper number order. If you miss attempting to qualify in this order for any reason, you will receive a “NO TIME” and for the Heat Race you will line up behind the cars that did qualify, in order of sign in.

9.1.3 Qualifying will be one time on the track, ten or less warm-up laps, three times on the clock.

The Driver or Handler may elect to wave-off one or all of the warm-up laps.

9.1.4 All qualifying attempts will be back to back only. If you fail to qualify, you will receive a NO TIME.

There will be NO make up qualifying for any reason.

9.1.5 In the event of a clock malfunction, the car/driver will exit the track after receiving signal from the flagging official. The Tower will announce how many laps were missed. That Driver will go back to the front of the hot chute area and will be the next car out. (Tower will need to communicate quickly with the pit steward to keep the next paper numbered car from going out. If that car does go out, the re-qualifying car will be next in line). The re-qualifying car will go out on the track, have two warm-up laps, and repeat only the missed laps.

9.2 Race Lengths

Heat Races 20 Laps – All Classes

Semis & Consis 25 Laps – All Classes

Main Events 25 Laps – Novices (20 Laps if 3 or less cars)

30 Laps – All Other Classes (25 Laps if 3 or less cars)

9.3 Starting the Race

9.3.1 During all races, as soon as all cars making the call are on the track, the starter will commence five green flag hot laps (10 hot laps for AA and Half Midgets) to warm up the engine and tires. At the end of the designated hot laps the starter will re-display the yellow flag, call for lineup, and will display the green flag as soon as a reasonable lineup is achieved.

9.3.2 Any cars in the pits, or who have not crossed the designated start line when the starter calls for lineup, will lineup at the back in the order they return to the track.

9.3.3 If, in the Flag person’s judgment, a car, (or cars) is deliberately lagging the lineup to delay the start in order to give a car in the hot chute additional time, the Flag person may, at their sole discretion, either green flag the race without a clean lineup, or send the car(s) that are lagging to the back of the lineup.

9.3.4 The Tower will assign a spotter to begin counting laps for the AA class from the time the

lineup signal is given (in accordance with National scoring procedures). All laps, both green and yellow must be counted from the time the lineup signal is given, until they have reached 70 total laps. The spotter notifies the Head Scorer when 70 laps have been achieved and the cars are then eligible to refuel at the next yellow or red flag. If they are under yellow flag when the 70th lap occurs, the spotter will report to the Head Scorer that there is a need for a red flag to refuel immediately.

9.4 Lineups

9.4.1 Heat Races: Will line up in inverse order from qualifying, i.e.: Fast Qualifier to the back, then any DNQ. Novice classes will be lined up using this same method and then broken into two (2) or more groups. i.e.: if there are 11 Novice Drivers, they are first lined up in inverse order from qualifying. They are then split into two (or more) groups based on their qualifying times; i.e.: group one will consist of the 1st, 3rd, 5th, etc... fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc... qualifiers. This was implemented so that there will not be a semi for Novice Drivers.

9.4.2 Main Events: (except for classes requiring a Semi – see below) will lineup in inverse order from the finish of the Heat Race. Cars that DNF, DNS, NS, or are Disqualified in the Heat will line up at the back, in this order. If more than one car DNS, or NS for the Heat, then those two (or more) cars will lineup in order of qualifying, with the advantage given to the car that was the fastest qualifier, DNS before NS. If more than one car was disqualified in the Heat, then the two (or more) cars will lineup in order that they went out of the Heat Race, with the most laps completed getting the advantage.

9.5 Heat Races:

9.5.1 Will line up in inverse order from qualifying, i.e.: Fast Qualifier to the back, then any DNQ.

Novice classes will be lined up using this same method. If there are only 11 drivers signed in for the senior classes, all 11 will race in the same group, more than 11 will be divided into two groups, or the amount of groups needed to accommodate for all the drivers in that class. If there are only 9 drivers signed in for the junior classes, all 9 will race in the same group, more than 9 will be divided into two groups, or the amount of groups needed to accommodate for all the drivers in that class. If there are 8 drivers signed in for Novice classes, all 8 will race together, more than 8 will be divided into two groups, or the amount of groups needed to accommodate for all the drivers in that class. They are first lined up in inverse order from qualifying. If there are 2 or more groups for the same class, they are then split. i.e.: group one will consist of the 1st, 3rd, 5th, etc... fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc... fastest qualifiers. **This rule applies only to heat races.**

9.5.21 Main Events: (except for classes requiring a Semi – see below) will lineup up in inverse order from the finish of the Heat Race. Cars that DNF, DNS, NS, or are Disqualified in the Heat will line up at the back, in this order. If more than one car DNS, or NS for the Heat, then those two (or more) cars will lineup in order of qualifying, with the advantage given to the car that was the fastest qualifier, DNS before NS. If more than one car was disqualified in the Heat, then the two (or more) cars will lineup in order that they went out of the Heat Race, with the most laps completed getting the advantage.

9.6 Semi Main Races: In the event that any class has more than a full field entered, (11 for Seniors and 9 for Juniors) the following Semi Main procedures will apply. NOTE: Novice classes will not run a semi race. All novice drivers will race in the main event and will remain in the same racing group as their heat race.

9.6.1 After qualifying, the class that is more than a full field, will be broken into 2, 3 or more groups based on their qualifying times; i.e.: group one will consist of the 1st, 3rd, 5th, etc... fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc... qualifiers.

9.6.2 The groups will line up and race the Heat Race as if they were separate classes, according to Heat Race lineup rules, fastest qualifier in each group to the rear.

9.6.3 Considering qualifying and Heat Race points earned at that single race (not series), the top 6 (for Junior Classes) or the top 8 (for all other classes) points earning Drivers will automatically earn a spot in the Main Event. In the event of a tie in total accrued event points, the Driver with the fastest qualifying time will earn the final spot in the Main Event.

9.6.4 All Semi Main Event lineups will be straight up, with the high points to the front. In the event of a tie in accrued event points, the Driver with the fastest qualifying time will line up ahead of the slower qualifying Driver.

9.6.5 Two cars will transfer from the Semi to the Main Event and will line up behind the cars previously qualified for the Main Event. The transferring cars will receive no Semi Main Event racing points based on the racing table.

9.6.6 There will be no semi for Novices. If more than a full field of Novices, they will be broken into 2 or more groups after qualifying and run separate heats and main events as if they were two separate classes.

10.0 JUDGING/CALLS

10.1 At all QMA Race Events, a minimum of three (3) but preferably five (5) judges per race shall witness the race and be responsible for making all decisions on driving infractions. At the discretion of the Regional Director, the number of judges may be adapted to fit local non-sanctioned events. Judges shall not be Handlers, Owners, or Parents of Drivers entered in the same class and division at the race event. The Flagman shall not make any disqualification calls unless so directed by the judges of that event. If a driving incident/accident occurs under green or yellow flag conditions, the majority decision of the judges seeing the incident will be as follows:

- 1).** If the violation is flagrant, the car(s) CAUSING THE INCIDENT/ACCIDENT SHALL BE DISQUALIFIED. If the judges determine that the violation is not flagrant, the car(s) causing the incident/accident will be sent to the back of the pack and charged with a DOT if the car stops on the racing surface. On the second violation by the same car(s) the car(s) will be disqualified.
- 2).** In the event that a car is sent to the back of the pack or disqualified, all other cars involved in the incident will be returned to their position on the last recorded green flag lap, providing they have not entered the pits.
- 3).** Liberation of fluids and/or safety items is cause for automatic disqualification, but will be scored as

a DNF in the order of laps completed.

Driver related Safety items include: helmet, gloves, collar, arm restraints, belt, visor or goggles, and shoes. These are considered safety items. Liberation of one or any of these items is cause for disqualification by the judges.

Car related safety items include: Nerfs, bumpers, shoulder bar, fuel tank and tail cone (non-safety item). A tail cone may be replaced if a yellow flag is displayed on the lap it was liberated and the Driver may resume racing. These are considered safety items. Liberation of one or any of these items may be cause for disqualification by the judges or at the scales.

10.2 Reasons for disqualification:

- 1). Flagrant rough driving.
- 2). Cutting the infield with all four wheels inside the line to gain advantage.
- 3). Disobeying flags.
- 4). Liberating fluid or dropping parts under green flag. Judges must be able to determine which car dropped parts without the aid of a yellow flag to make a call.
- 5). Signaling by Handler to Driver.
- 6). Car being operated in an unsafe manner.
- 7). Making adjustments or repairs ON THE TRACK during re-fuel or emergency stops (cars may be worked on in designated work area per National work rule).
- 8). Three chargeable DOTs (dead on the track) under green flag conditions will be immediate disqualification, but will result in a DNF not a DQ in the scoring of the race.
- 9). Improper wearing of Safety Equipment.

If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the flagman will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag), and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.

10.3

If a person is late or was a no show for judging it would result in their driver moving to the back of the field on their next race. For 2nd offense moving all of the handlers drivers back in their next race. The Tower will make the last call. Judges have 90 seconds after the last call to get up to the tower.

11.0 CLASS TRANSFERS

11.1 Transfer involving points to be transferred will not be allowed unless there are at least two races remaining in a given set or series. This includes Novice to Honda or Stock, Juniors to Seniors, Light to Heavy, etc. (Clarification) – Racers that turn (9) years old during the racing season must transfer into the Senior Class with at least two races remaining in the season to be eligible to transfer points. A Driver may elect to transfer up at (8) years old. Once transferred, they remain in the Senior class the remainder of the season.

11.2 Transfers from one class to another will be allowed throughout the season. No points will be transferred outside of the class i.e.: a Driver going from Stock to Mod, Mod to B, B to AA etc. will not transfer any previously earned points.

11.2.1 Transfers from Light to Heavy will be allowed, however there will be no reverse transfers within the season. Drivers going from Light to Heavy must run Heavy for the remainder of the season.

11.3 On transferring from Novice to Stock or Honda Class, drivers will be allowed to transfer the points they have earned in the Novice class up to an amount equal to the lowest points driver with the same number of races entered.

11.4 Novices transferring into BOTH a Honda and Stock class will receive transfer points into only one class, as determined by the Handler. The Handler is responsible for notifying the Points Director of their choice at the time of signing in at their first Honda or Stock race, PRIOR to qualifying. If not notified, the Points Director will carry the Novice Points earned into the class with the fewest participants to date.

11.5 On transferring between class divisions (Light to Heavy, or Junior to Senior) a driver will be allowed to transfer the points they have earned up to an amount equal to the lowest points driver with the same number of races entered.

12.0 WEIGHT RULE

12.1 There will be no relaxation of the QMA weight rules unless there is a unanimous decision by all handlers in creating a combined class.

13.0 WORK RULE/HANDLERS

13.1 Work Rule: All handlers and drivers will observe the QMA Work Rule, as written in the official rules (no club may overrule).

13.2 Two Handlers per car may be in the hot chute, and up to four Handlers may work on any one car in the hot chute area. You may have help in the hot chute during the race, but it MUST come from other handlers with drivers currently on the track.

14.0 TECHNICAL INSPECTION & PROTESTS

14.1 Classes to be tech'd will be chosen by random drawing or at the discretion of the Technical Director or his designee.

14.2 Engine protests must be submitted in writing to the vice president, track director or designee no later than 1 hour after the main event in which class the engine is being protested. A handler that is listed on the sign-in/ safety card and who is in the same racing class on that racing day must make the engine protest. A \$100.00 protest fee must accompany the protest. The track director or designee will hold the protest fee until the protested engine is inspected by the tech director or designee for legality. If the protested is found to be legal, the protested fee will be returned to the protested cars handler. If the protested engine is found to be illegal, the protest fee will be returned to the protesting handler who is listed on the sign in card for that days events and the protested driver will be disqualified and all points earned at that days event will be forfeited. QMA suspension rules will apply to illegal engines.

14.3 Honda engines will be claimed in accordance with QMA's claim rules.

14.4 JUDGES CALLS MAY NOT BE PROTESTED. All rule violation protests must be made in writing within one hour after completion of race to the Track Director or Vice President only. **Anyone forcing a protest to an official other than the Track Director or Vice President will be suspended from participation in the protest process. The protest will not be allowed.** The protest must reference the rule or race officials that did not follow scoring procedure. Protests of rule violations will be reviewed by a quorum of the Board of Directors prior to the next racing date and may result in changing the outcome of the race. Any action taken to uphold or reject the protest will be determined by a majority vote of the quorum.

14.5 Videotape will not be used to consider any protest.

15.0 UNACCEPTABLE BEHAVIOR

15.1 Any person(s) who at any time causes a scene or disturbance before the public shall be escorted from the race. Any abusive, profane, taunting or harassing language, threatening or obscene gestures, assaults either verbal or physical or continued antagonizing towards any official, club member, opponent or driver will result in a fine, probation and/or suspension. Fines, probations and/or suspensions will be assessed by a quorum of the Board of Directors based upon severity of the incident, the frequency of the incident during the season for that individual, and to a much lesser extent, the amount of provocation. Fines so levied must be paid prior to the next race date or entry into that race will not be allowed. Suspensions so levied apply to the Handler Only, and not to the Driver, unless the Driver was the one involved in the infraction.

15.2 Public verbal or physical abuse of a driver by his handler also will **NOT BE TOLERATED**, and will result in the same action as above.

15.3 Outright fighting will always result in an automatic suspension of thirty days plus possible referral to the civil authorities.

15.4 When racing or qualifying is in progress, the Tower is unconditionally **OFF-LIMITS** to all persons except designated track and tower officials. Any unauthorized entry to the Tower while racing or qualifying in progress will result in the same penalties as outlined in (15.1).

15.5 The Baylands Parking Director or designate will have responsibility to assure that all QMA racers abide by the marked parking area. Racers will be notified **ONLY** once to move their vehicle. If they do not comply, it will be grounds for suspension from the racing event.

15.6 Once sign in has closed, any space that is still available in the dirt or paved area, may be used by all other vehicles (this includes but is not limited to QMA tow vehicles, QMA/Non-QMA vendor trailers and spectator vehicles, etc) unless special arrangements have been made prior to each race and approved by the Parking Director or designate.

15.7 All bikes, skateboards or any other type of wheeled toys are prohibited and banned on race days, but are acceptable on practice days.