

# ROADRUNNER QUARTER MIDGET ASSOCIATION

## LOCAL RULES AND PRACTICES

(Last revision of rulebook on 3/4/09, Tony Yabarra, President)

UPDATED BY:

- Pam Gow, April 2009
- A. Ferguson, Dec 2009: RCP passed 2/07 never added to site

This document is set forth to define and clarify the local rules and practices of the Roadrunner Quarter Midget Association (RRQMA) located in Albuquerque, New Mexico. This document is to be used in conjunction with the National Quarter Midget of America (QMA) Rules and Regulations as well as the Code of Conduct from QMA.

The rules and practices as stated in this document will be in effect from February to the following February in order to encompass the local racing season in its entirety and allow time for changes before the start of racing, should the need arise.

## 1. Process for Rule Changes

(Ref: QMA Rulebook: Pg. 6, Act. 2, Sec. 2 Rule, Change Schedule)

1. Any club member may submit a request for a local rule change. This request must be in writing, signed and submitted to the club president by the end of the November meeting.
2. A rule change request will be signed and dated by the club president upon receipt.
3. All rule change requests will be presented to the membership by the end of January and will be voted on by the members present at the February meeting.
4. Any rule changes adopted will be in effect immediately and followed throughout the entire season.
5. No local rules can be changed or new ones adopted during the season unless there is a safety issue involved. If this is the case, a special meeting can be called or during the next monthly meeting the situation will be reviewed.

## 2. Membership Dues and Applications

(Ref. QMA Rulebook: Pg 9, Act. 2 Sec. 7, QMA Memberships)

1. Total annual dues are \$125.00 with checks made payable to Roadrunner QMA (this includes local membership dues of \$50.00 and National QMA dues of \$75.00). RRQMA will send the national membership fee to the National office along with the completed QMA application. Renewals are due to National by October 31<sup>st</sup> of each year and are considered late December 31<sup>st</sup>. (2/08)
2. Renewal paperwork is due to RRQMA by September 1<sup>st</sup> of each year. If any renewal paperwork: membership application, photos, and birth certificate, (if applicable) are not turned in to RRQMA with payment 30 days after September 1<sup>st</sup>, there will be a \$25.00 late fee assessed. (2/08)
3. If not paid by deadline, a \$25 late fee will be assessed and voting privileges will be revoked until the late fee and membership dues are paid. (2/08).

## 3. Local Points Series

1. A Points Series championship will be run through the season for all but the Novice classes. The Points Series structure used will be as follows: Main event will be 175 points with a 7 point split down through 25<sup>th</sup> place. All main event placements below 25<sup>th</sup> place will receive 7 points. Heats will be a 1 point split starting at 25 points. Qualifying will be a 1 point split starting at 25 points, finishes below 25<sup>th</sup> will receive 1 point. This points system will be used, and combined points by finish will create Main event lineups. These same points will transfer to the driver's point's series standing. Heats and Mains are run no more than 9 cars in Junior, and 11 cars in Senior. (Heat 1, Group 1- Heat 1, Group 2 etc.) (Passed 2/07)

<u>Finish</u>	<u>Heat Pts.</u>	<u>Qualifying Pts.</u>	<u>Main Pts.</u>	<u>Finish</u>	<u>Heat</u>	<u>Qualifying</u>	<u>Main</u>
1 <sup>ST</sup>	25	25	175	16 <sup>TH</sup>	-	10	70
2 <sup>ND</sup>	24	24	168	17 <sup>TH</sup>	-	9	63
3 <sup>RD</sup>	23	23	161	18 <sup>TH</sup>	-	8	56
4 <sup>TH</sup>	22	22	154	19 <sup>TH</sup>	-	7	49
5 <sup>TH</sup>	21	21	147	20 <sup>TH</sup>	-	6	42
6 <sup>TH</sup>	20	20	140	21 <sup>ST</sup>	-	5	35
7 <sup>TH</sup>	19	19	133	22 <sup>ND</sup>	-	4	28
8 <sup>TH</sup>	18	18	126	23 <sup>RD</sup>	-	3	21
9 <sup>TH</sup>	17	17	119	24 <sup>TH</sup>	-	2	14
10 <sup>TH</sup>	16	16	112	25 <sup>TH</sup>	-	1	7
11 <sup>TH</sup>	15	15	105	26 <sup>TH</sup>	-	1	7
12 <sup>TH</sup>	-	14	98	27 <sup>TH</sup>	-	1	7
13 <sup>TH</sup>	-	13	91	28 <sup>TH</sup>	-	1	7
14 <sup>TH</sup>	-	12	84				

1. Every club race event except a 'fun' race event will be a point's event. At the end of the season, the two lowest events will be dropped (not figured into the points totals) to determine the final points standings. The lowest events will be either "empty spaces" (no points) or, if there are points for all club race events, then the 2 lowest event scores. If any of the zeros are during a suspension they cannot be dropped. (Modifications passed 3/09)
2. If a car/driver is DQed (disqualified) from an individual race, there will be no points awarded for the race in which he/she was disqualified from. If a motor fails final tech or the car fails for any non-racing induced reason, there will be no points awarded for the racing event.
3. A DNF (Did Not Finish) will be scored in the last position following all cars finishing the race. If there is more than one car with a DNF, they will be positioned in the order they went out with the car finishing the most laps first. In the case of more than one car going out on the same lap, they will be positioned by reverting to the last completed lap they were scored.
4. If a car goes out DNS (Did Not Start), DNS will not receive points for that race; Race as defined by national QMA. However, if they have transferred up through lower mains the car will be scored accordingly. Example: If a car finishes the B main and transfers to the A main but goes DNS, that car will receive points for 11<sup>th</sup> place overall. A DNS will always place behind a DNF for that race. If there is only an A-Main a DNS will receive no points for that race. Drivers will receive points for any race completed prior to the DNS. If there is more than one DNS, they will be scored in order of sign-in/pill-draw. (National Rule) A Start is defined as: A car presented onto the track in a Heat or Main, with driver in the car, under its own power, and under the direction of the flagman when the initial green flag is thrown on a double car line up. (Clarification passed 9/5/07, not a grandfathered clarification).(2/08)
5. Drivers moving from junior classes to senior classes during a race season will move up with their points total or one point below the driver in last place in the new class with the same total races, whichever is lower.(Modification added 4/09)
6. Drivers shall be awarded club points for their actual finish position regardless of whether a non-RRQMA driver was in the finishing order.(3/06)
7. The driver must be a full RRQMA member in good standing with the club prior to competing at any race event in order to receive points for the RRQMA club series. (2/08)
8. Drivers participating in at least half of the scheduled local point series races is considered to have finished the series in that class, unless they fall under any move up rule in that class.(2/08)
9. Any class will be defined to have more than one car competing in at least half of the RRQMA point series events.

#### 4. Race Day Details

1. QMA racing order is Jr. Novice, Sr. Novice, Jr. Honda, Sr. Honda, Heavy Honda, Lt 160, and Heavy 160. With any additional classes added as per National QMA. RoadrunnerQMA racing order is at the discretion of the Race Director, and will be posted with lineups. Once set the order shall not change during the course of the racing event.(3/06)
2. Non-Qualifying race events will consist of two heats and a main for each class. In the event there are unusual circumstances (weather, time, etc...) may cause us to run other than two heats, the decision will be made by the Board members present at the race. If only one heat can be run, points will be doubled for that heat.
3. When/if time qualifications are not run; order will be determined by pill draw at sign in. Lowest number will be on the pole in first heat. 2<sup>nd</sup> Heat will be inverted, from first heats finish.
4. A coin toss by the Race Director or delegate at the completion of all heat races will determine if the line up for the A Mains will be heads up (if heads) or inverted (if tails). A pill will be drawn to determine the number of cars being inverted.
5. Time qualifications will be run every other point's race; the heat will be inverted (fast time starts in the back).

Points awarded for qualifying will be as follows:

- |    |                                   |
|----|-----------------------------------|
| 1  | 25 points                         |
| 2  | 24 points                         |
| 3  | 23 points                         |
| 4  | 22 points                         |
| 5  | 21 points                         |
| 6  | 19 points                         |
| 7  | 18 points                         |
| 8  | 17 points                         |
| 9  | 16 points                         |
| 10 | 15 point                          |
| 11 | 14 points and down to 0 (25 cars) |

6. In the event there are unusual circumstances (weather, time, etc) a decision will be made by the Board members present at the race to go from Qualify straight to the mains. The mains will then be inverted back to the seventh position. Qualify points will then be doubled for the day.
7. Non time qualifying races will run according to Local Rule 4.2.
8. Qualifying order when running time qualifications will be done by pill draw, highest number qualifies first. (passed 2/07)
9. At all club events engines will be sealed by the tech director at his choice of either the start of the day, after qualifying or first heat race. At the end of each main event the top 3 finishers and fast time cars will go to impound. The level of tear down is at the discretion of the Tech director. (Clarification 5/08). All track records will be fully torn down.(3/06) If a handler has multiple cars in impound, the tech director can at his/her discretion conduct a random draw with the handler to determine which car and which class to tech. If any of the cars are in impound for a track record, they will still be teched regardless of finish or draw results. (passed 2/07)
10. The handlers of the #1 and #2 cars in each race (heats and mains) will be corner men for that race.

11. It is the responsibility of each person assigned "work" (judges, scorers, concession, etc.) to send a delegate if they are absent or have to miss their assignments for any reason. If they do not, their driver will start at the back of the pack in the next race they are in.
  12. If a driver breaks the track record, the motor must be sealed by tech and pass tech in order for the track record to stand (passed 2/2/05).
- #### 5. Track Keys
1. Members have the option of purchasing a track key that gives them full access to the track anytime the track is otherwise closed. The fee is \$200 for a season and includes a discount on entry fees for club races (fees may be different for 2-day events and/or regional events). The entry fees will be as follows:

- Without a track key purchase: \$30 for first car, \$20 for each additional car.  
 With a track key purchase: \$15 for first car, \$20 for each additional car.
2. Key fees are due by the March monthly meeting of each year and will be valid through the following February. Members joining throughout the year will have the fee prorated for the number of months remaining through the following February.

## 6. Pit Spots

1. Members have the option of purchasing a pit spot on the asphalt surface. Pit spots will be sold for \$150 per season. This fee covers all club races and the two regional events RRQMA has each season.
2. Pit spot fees must be paid by the monthly March meeting. At that time, names of those members paying for the spots will be drawn from a hat and assigned to the pit spot they choose. Any member not drawn after all pit spots have been assigned will have their fee refunded.
3. Members joining throughout the year will have the option of purchasing a pit spot (if available) with the fee prorated for the number of months remaining through the following February. (passed 3/2/05).
4. Members may park on the asphalt in an open pit spot on a first come first serve basis for an individual day charge of \$20 per race day event. (passed 3/4/09)

## 7. Deleted (4/09)

## 8. Money Approvals

1. Any single expenditure less than \$500.00 may be approved by the board only.
2. Any single expenditure greater than \$500.00 must be approved by a majority vote of the membership present at the meeting which the expenditure was discussed (this excludes any dues, payments or fees required by QMA).

## 9. Work Parties

1. Members are required to make every effort to attend and assist in any work parties set up by the club.

## 10. Information Dispersal

1. Minutes from the monthly club meetings will be dispersed via e-mail to all members for review prior to the following months' meeting. Any member who does not have access to e-mail will have a copy of the minutes mailed by the Secretary to their address on file.
2. Minutes from RRQMA board meetings or special committee meetings will be kept. Minutes from these meetings will be on hand at the next monthly meeting and summarized for the membership. All minutes of the meeting will be kept in the club files.
3. Any other information, notices, etc. that is relevant to the membership as a whole, will be sent via e-mail to each member and/or posted on the club's website. The membership is encouraged to visit the website often for new and up-to-date information.

## 11. Code of Conduct

(Ref Art. 3, Sec. 4, Pg. 12 QMA Code of Conduct)

1. **The National QMA Code of Conduct will be strictly enforced. BEHAVIORAL OUTBURSTS WILL NOT BE TOLERATED AT RRQMA EVENTS (this includes members and drivers from any club). A behavioral outburst is defined as (but not limited to) yelling, profanity or indecent gestures directed at race officials, driver(s) or other handlers; throwing of objects in the direction of other individuals in a fit of anger.**

1. Code of Conduct will be addressed at every pit meeting and this will be considered the first warning to everyone (whether present at the pit meeting or not). Any outburst following the pit meeting will be brought to the attention of the Race Director. The Race Director will gather the board members present at the race and this group shall discuss/review the incident. At this point, the violator will be given a verbal warning. ANY VIOLATION after this second warning, the member will be instructed to leave and their driver(s) will be DQed from the current and remainder of the day's events. Any driver points earned from previous heats can be kept.

*The following rules are duplicates of QMA Article 3, Sec. 4, Pg. 12 – QMA Code of Conduct, but are included here as reference to emphasize their importance and diligence in which these particular rules will be enforced.*

1. *All QMA members and their families are expect to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all QMA events. Disturbances and or willful damage to others property will not be tolerated at any event.*
2. *Those failing to act in a manner that is a credit to the sport are injuring all members and are hampering the very existence and future of Quarter Midgets of America.*
3. *Therefore acts detrimental to QMA or its members will be reviewed by QMA Club Boards, QMA Regional Boards, and/or the QMA National Board of Directors and will be subject to the QMA Code of Conduct guidelines procedure for disciplinary actions.*
4. *The QMA Code of Conduct Procedures will be used by members and boards as the primary controlling document for Code of Conduct cases within QMA. A copy of these procedures can be found on the National QMA web site, your club President and the Procedure Manual.*

## 12. Tower Access/Restrictions

1. *No one will be allowed to stand or sit on the tower stairway.*
2. *No one is allowed in the tower during race events unless “invited” in an official capacity (i.e. judging, scoring, announcing, lap turning or any other duty being asked to perform).*
3. *There will be no direct questioning of judges or scorers by any member. If there is a question or a request for clarification of a call, the member may go to the Race Director or delegate and calmly request the clarification. It is the Race Director’s duty to make the inquiry to the tower and supply the information back to the member requesting the information.*

***The following rules are duplicates of QMA Article 8, Sec. 2A-2D, Pg. 32 – Racing Rules and Procedures- Protests. They are included here as reference to emphasize their importance and diligence in which these particular rules will be enforced.***

## ***Article 8 - Racing Rules and Procedures***

### ***2. Protests***

***2A. Judging calls cannot be protested.***

***2B. All protests must be made in writing within one hour of the completion of that race, to the Race Director or delegate only. You must be signed-in in that class to be able to protest.***

***2C. (1) Anyone protesting to an official other than the Race Director or delegate will be suspended from participation. RRQMA addendum: Suspension will be for the remainder of the race day.***

***(2) The protest must reference the racing rule or scoring procedure that was not followed by the race officials.***

### ***13. Sponsorship Details***

***A Marketing sub-committee will be organized each year to determine all inclusive sponsorship packages to be utilized to secure sponsorships for RRQMA both in-kind and monetary.***

### ***14. Summary of Deadlines***

***September 1<sup>st</sup> - Membership Renewal Application and dues are due to RRQMA. Make check payable to RRQMA. Rule change requests to full membership.***

***February Meeting - Vote on Rule Change Request(s).***

***March Meeting - Key fees are due. Prorating for new members after this. Pit spots paid for and drawn.***

***September 1<sup>st</sup> - New members joining after this date will be paid through following***  
***ways (this applies only to membership dues, not for truck bay fee)***

*year (this applies only to membership dues, not for track key jee).*

*November 30<sup>th</sup> - Local Rule Change Request(s) due to Club President.*