

ROADRUNNER QUARTER MIDGET ASSOCIATION (RRQMA)

Amended 02/18/2022

LOCAL RULES AND PRACTICES

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 any sanctioning organization's Rules and Regulations.

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

- A. Any club member may submit a request for a local rule change. This request must be submitted to the club President by January 15.
- B. A rule change request will be time stamped if submitted via google forms.
- C. All rule change requests will be presented to the membership by the end of January and will be voted on by members present at the February general meeting.
- D. Any rule changes adopted will be in effect immediately and followed throughout the entire season.
- E. 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 will be reviewed during the next general meeting.

2. Local Points Series

A Points Series championship will be run through the season for all classes except Rookie classes. Only Regular Members are eligible to compete in the points series. Associate Members and non-members are not eligible. Must have 2 cars minimum in a class at beginning of event in order for that class to count for points for that event, The Points Series structure used will be as follows:

- A. Mains will be 175 points with a 7 point split down through 25th place. Mains placements below 25th place will receive 7 points. These same points will transfer to the driver's points series standing.
- B. Heats will be a 1 point split starting at 25 points, finishes below 25th will receive 1 point. These same points will transfer to the driver's points series standing.
- C. Qualifiers will be a 1 point split starting at 25 points, finishes below 25th will receive 1 point. These same points will transfer to the driver's points series standing.

Main Points			
Finish	Points	Finish	Points
1 st	175	16 th	70
2 nd	168	17 th	63
3 rd	161	18 th	56
4 th	154	19 th	49

5 th	147	20 th	42
6 th	140	21 st	35
7 th	133	22 nd	28
8 th	126	23 rd	21
9 th	119	24 th	14
10 th	112	25 th	7
11 th	105	26 th	7
12 th	98	27 th	7
13 th	91	28 th	7
14 th	84	Etc.	
15 th	77		

Heats and Qualifiers Points			
Finish	Points	Finish	Points
1 st	25	16 th	10
2 nd	24	17 th	9
3 rd	23	18 th	8
4 th	22	19 th	7
5 th	21	20 th	6
6 th	20	21 st	5
7 th	19	22 nd	4
8 th	18	23 rd	3
9 th	17	24 th	2
10 th	16	25 th	1
11 th	15	26 th	1
12 th	14	27 th	1
13 th	13	28 th	1
14 th	12	Etc.	
15 th	11		

- D. Heats will consist of no more than 8 cars in Rookie and 10 cars in Junior or Senior classes.
- E. Mains will consist of no more than 10 cars in Rookie and 12 cars in Junior or Senior classes (i.e. Heat 1, Group 1- Heat 1, Group 2 etc.).
- F. Every club race EXCEPT for fun races; Balloon Classic, Duel in the Desert and any National races will be for points. Only club numbered races on each season's approved schedule will be for points. At the end of the season, the two lowest point races (cumulative Qualifier, Heat, Main or Heat, Heat, Main) will be dropped (not figured into the points totals) to determine the final points standings. If there are points for all club races, then the 2 lowest race scores will be dropped or be empty spaces (no points). If any of the zeros are during a technical suspension they cannot be dropped.
- G. Drivers moving from junior classes to senior classes during a race season will not transfer accumulated points. Any driver who will turn nine (9) during the racing season has the option of moving up early and racing in a senior class at any time prior to his/her ninth birthday. Once the driver has made the decision and raced in a senior class two consecutive races, the driver shall

not be allowed to return to the Junior/Rookie class for any reason. Drivers who turn nine (9) years old after May 31st of racing season may choose to remain in a Junior class for the remainder of the RRQMA racing season. Drivers who turn nine (9) years old before May 31st of racing season must move up on their birthday.

- H. Drivers shall be awarded club points for their actual finish position regardless of whether a non-RRQMA driver was in the finishing order.
- I. 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. Any class will be defined to have more than one car competing in at least half of the RRQMA club race series events.
- J. A car that competed in Qualifying, Heat Races and/or Lower Mains and is in the lineup for the main event but is not presented under its own power for the warm up period will receive the last place points for that race.

POINT SERIES DEFINITIONS TABLE (Amended 2/7/2019)		
Race Code	Definition	Points
Engine Change	Starts at the tail of the next race.	All points according to race finish.
DNF	Did not finish including 3 strikes.	
DQ	Mechanical (i.e. dropped part, exhaust, etc.).	All points according to race finish.
	Safety (loss of driver safety or related items).	
	Did not make weight (car, driver, or both).	No points for that race, all points for other races during the day in that class may be retained.
	Wheel Width	
	Flagrant Call (per USACC definition)	
		Illegal (engine/tech item, fuel, tires, oil, etc.).
DNS	Attempted to race but did not take green flag.	All points according to race finish.
DNA	Did not attempt to race.	Will receive last place points if driver/car participated in qualifying or heat race for that class and event

3. Race Day Details

- A. Roadrunner QMA racing order is at the discretion of the Chief Steward and will be posted with lineups.
- B. Non-Qualifying races will consist of two heats and a main for each class. In the event there are unusual circumstances (weather, time, etc.) that may cause the club 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.
- C. 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, 2nd Heat will be inverted, and from first heats finish.
- D. A coin toss by the Chief Steward 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).
- E. Time qualifications will be run Race no. 3, 7, and 11. The heat will be inverted (fast time starts in the back). Pill draw will be completed for qualifying order when running time qualifications, lowest number qualifies first.

- F. During qualifying, the car enters the track and will be given 3 warm up laps followed by 2 timed qualifying laps.
- G. If 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. Qualifying points will then be doubled for the day.
- H. At all club qualifying races, 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. If a Handler has multiple cars in impound, the Tech Director can at his/her discretion can 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.
- I. The Handlers of cars for starting positions 1, 2, 3, and 4 in each race (heats and mains) will be corner men for that race. These Handlers shall wear brightly colored safety vests while working as corner men.
- J. 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.
- K. Transponders are required for all local races to facilitate timing and scoring. These are available from the club.
- L. A car which enters the track without a transponder will be sent to the pits to have one placed on the car. They will have until the end of warm-up to make it to the out late line and still retain their position. If they do not make it by the end of warm-ups, they will go to the end of the field. If they do not make it before the line-up is correct, they may use the five (5) lap work rule. A car which enters the track with a non-working transponder will be pulled to the side of the track and the transponder will be replaced. They will retain their 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 restarts, lineups, and results.
- M. During qualifying, if the car enters the track without a transponder they will receive a no time. If there is a computer issue or a problem with a rented transponder the car will be stopped on the track and the problem fixed.
- N. A radio receiver is required for all local races to facilitate one-way communication from the Chief Steward and/or Flagman to the drivers. These are available from the club for rent.
- O. A car which enters the track without a Raceceiver will be sent to the pits to have one placed on the car. They will have until the end of warm-up to make it to the out late line and still retain their position. If they do not make it by the end of warm-ups, they will go to the end of the field. If they do not make it before the line-up is correct, they may use the five (5) lap work rule. A car which enters the track with a non-working Raceceiver will be pulled to the side of the track and the Raceceiver will be replaced. They will retain their position.
- P. During qualifying, if the car enters the track without a Raceceiver they will receive a no time. If there is a technical issue with the receiver, the car will be stopped on the track and the problem fixed.
- Q. A five (5) lap work rule will be in effect at all local events. Once lineup is set and a car is in the work area being repaired or attempting to re-enter the track, the field will take 5 courtesy laps to provide time for repairs to the car. The flagman will hold up a hand with fingers and countdown the 5 laps.

- R. Two cars or more must take the green flag in a race to earn RRQMA points. If less than three cars enter this division, it may be combined with the other division in its class at the option of the Chief Steward, but excluding the Junior Division. Junior and Senior classes can never be ran at the same time. Does not apply to Rookie classes.

4. Participant Code of Conduct

The RRQMA or sanctioning body Participant Code of Conduct will be strictly enforced.

BEHAVIORAL OUTBURSTS WILL NOT BE TOLERATED AT RRQMA RACES .

All members, participants, family, and friends are expected to conduct themselves in a professional and sportsmanlike manner at all times. Violations of the code of conduct include but are not limited to the below as determined by the Code of Conduct Committee.

- a) Uses of vulgar or derogatory language or gestures.
- b) Verbally or physically threats or assaults by participants, officials, or another person.
- c) Engages in unsportsmanlike conduct or conduct detrimental to the sport.
- d) Destruction of racing facility.
- e) Creates a condition or circumstance which is unsafe, unfair, or out of order.

The Code of Conduct Committee is made up of the Chief Steward, RRQMA President, and RRQMA Vice President. The Tech Director may stand in as a substitute if any member of the Code of Conduct Committee is not at a race or part of an incident.

Any violations of the Code of Conduct will be brought to the attention of the Code of Conduct Committee for review. The Code of Conduct Committee will gather input from any RRQMA Board Members present at the event and may take the following actions:

- a) Issue a verbal warning to all offenders.
- b) Request the offenders to leave the premises immediately and their drivers will be disqualified from the race and will receive zero points for the day's races.
- c) Recommend suspension or expulsion from RRQMA to the board of RRQMA who will have the final say in the matter.
- d) Recommend any fines, fees or reimbursements for damages to RRQMA facilities or assets.

The decisions of the Code of Conduct Committee are final and not open for appeal.

5. Tower Access/Restrictions

- a) No one will be allowed to stand or sit on the tower stairway.
- b) No one is allowed in the tower during races unless "invited" in by an official capacity (i.e. judging, scoring, announcing, lap turning, or any other duty being asked to be performed).
- c) No one will be allowed to question, talk to or disrupt the tower from any location on the track during a race.

6. Assistant Chief Stewards

- a) At the discretion of the Race Director and/or Chief Steward, Assistant Chief Stewards may be appointed at each end of the race track to assist with making calls.
- b) All race officiating will be done by the Race Director and/or Chief Steward with input from the Flagger and/or Assistant Chief Stewards at the Chief Stewards discretion.
- c) The Official Handler may ask for clarification of a call from the Race Director and/or Chief Steward at the conclusion of the race. However, no calls may be argued or protested. Arguing or protesting the call may result in immediate ejection from the event.

7. Protests

- a) Technical/tire protests will be handled in accordance with sanctioning body rules.
- b) Engine protests shall be handled in accordance with sanctioning body rules.

8. Race Disputes

- a) Any on track calls or decisions may not be disputed during the race.
- b) Only the Official Handler may ask the Chief Steward for the reason of disqualification at the conclusion of the race. HOWEVER, they may NOT argue the call or protest it.
- c) Arguing or disputing the call may result in immediate DQ and ejection from the race.