



QUARTER MIDGETS OF AMERICA SCORING PROCEDURES

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**QUARTER MIDGETS OF AMERICA
APPROVED STANDARDIZED SCORING PROCEDURES (2005)**

DUTIES OF REGIONAL OR LOCAL HEAD SCORER

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 call that is being made is in violation of a QMA rule or scoring procedures, that there is a rule discrepancy. 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: 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.**

GLOSSARY

DOT: Dead on Track; car stops on track. If a car is rolling and obviously going dead on the track and the flagman throws the yellow flag for safety before the car goes completely dead on the track, that car will be restarted at the rear of the pack and will be charged with a DOT unless a call is made.

Junior (Jr.): Drivers ages 5-8.

Senior (Sr.): Drivers ages 9-16.

N/T: No Time.

N/S: No Show (Same as DNA)

DQ: Disqualification, i.e., scales/tech.

BF: Black Flag, Flagger displaying black flag to have driver exit the track, i.e. 2 chargeable calls or 1 Flagrant call.

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

DNA: Did Not Attempt (For qualifying only, car never made racing surface.)

DNF: Did Not Finish or 3 DOT's.

DNS: Did Not Start.

MBF: Mechanical Black Flag (local or regional formats only)

Class: A race program by engine type and rules, i.e., Novice, Stock, Modified, etc.

Chargeable Call: Judges made a call due to an incident on a guilty car.

DOT/ Chargeable Call: Car with chargeable call that also went dead on the track receives the **Call and a DOT.**

Division: Defined by age and weight, i.e., Jr., Sr., Lt., Hvy.

Alternate Car: The first car not to transfer, located in staging lanes if for any reason a car cannot make the initial double file lineup. This car receives no warm up time and must take the initial double file green flag.

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 15 of scoring procedures)

Racing Surface: Track surface and area 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.

QUALIFYING 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. At the Grands it will be noted on the timing card/sheet each time a car enters the track for practice.

When the sign-in cards come to the tower from registration, they will be checked to see that all information is on the cards 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 Page 22 1C). 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 definitions.

After the cards are checked, they are to be placed by class, in numerical order of sign-in number; this also is the order of timing. **For States and 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,** (Refer to rulebook, page 22, Class Jumping, 2A) **if car is not in position or unable to time in the proper order the car will be awarded a “no time”.** Per 2005 National Meeting – No changing of division in class or classes once practice begins in that class. There will be separate qualifying sheets/cards for each class and or division.

The cards are never to be left in the scoring tower at the close of the day; Head Scorekeeper will take cards when leaving the tower.

QUALIFYING PROCEDURES

When qualifying begins, there will be four scorekeepers, plus one Head Scorekeeper 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. An assigned person will be posted at the door to take announcements that must be written. The doorkeeper will determine if the person is an official and should be allowed in the tower. **The fewer persons in the tower the less confusion.**

All recording of timing and scoring of races by scorekeepers will be done in ink. The dock will be placed in front of the Head Scorer or appointed assistant. The dock person should have sign-in cards in front of her. When each car comes out on the track for timing, the sign-in card will be taken from the file. The announcer may at this time announce qualifying number, name, age and dub, as each driver enters the racing surface.

Handler will inform flagger and tower how many warm-up laps are going to be taken, if handler doesn't state otherwise it is assumed 5 warm-up laps for regular qualifying. Number of laps requested (other than 5), should be noted on the timing sheets/card. Refer to Rulebook pg. 33, 3A. Qualifying using the **Grand National Format** has been **reduced to 5 warm up laps and 3 laps on the clock.** The States race and Grands are the only races affected; you may still use the 10/3 at all other events.

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 readout loud, after verification by all scorers the times/best time will be announced.

If a car leaves the track, blows engine or breaks after one time on the dock, he is finished. That car will only have one time. Also, if car leaves the track for a blown engine or breaks before any time is taken, this car will be awarded a “No Time”. If car goes DOT and/or SPINS before

completing all timing laps, he may be restarted and allowed to complete all the remaining timing laps. The first or fastest lap will be the qualifying time. Any irregularity will be noted on the qualifying sheets/cards, i.e., signed in heavy, but did not make weight, etc. If a heavy class DRIVER is found light after qualifying they will be assigned with a NT (No time), 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.

Once qualifying is completed, sheets/cards will be placed in the proper order as follows; qualified cars, (fastest to slowest), NT in order of registration, DQ's in order of registration and then DNA's also in order of registration. In case of identical qualifying times the **second fastest lap** will be used as the tie breaker, and is placed in the fastest position. 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 line-ups are made all slower cars will be moved up. **No cars will be moved up because of cars scratched after the line-ups have been posted.**
Reminder: This is in accordance with the Grands/States Race format.

When qualifying is completed, scorers will prepare line-ups. Line-ups will be prepared from timing sheets and qualifying cards. A scoring sheet will be provided to each scorer. The Head Scorer will contact the Race Director in case there is a question. There should be a sufficient number of copies of line-ups for each race including one for **All Race Officials, (Pit Steward, Race Director, Flagman) and one posted in a common place for participants.** Additional timing options are in the QMA rulebook page 38, 5Q or i.e. Grand National timing format.

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. Begin to fill your main event with fastest eight or ten cars or follow your local racing format. Common practice is all races are set up by inverting the fastest cars to rear and slowest on the pole. When racing Grands format, refer to the Grand National Format.

Next create any necessary semi events with the remaining cars via the same method. The races should be numbered from the last consi, heat or main, by class and ending with the A-Mains. 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.

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

155 Sign-Ins

32 Jr. Honda
 32 Sr. Honda
 6 Hvy. Honda
 8 Jr. Stock
 5 Sr. Stock
 7 Lt. Mod.
 5 Hvy. Mod.
 19 Lt. GX160
 19 Hvy. GX160
 5 Lt. B
 7 Hvy. B
 1 Lt. AA
 4 Hvy. AA
 5 Jr. Half

Total 32 Races

Race #1 Jr. Honda G Main	Race #16 Jr Honda A Main
Race #2 Sr. Honda F Main	Race #17 Sr. Honda A Main
Race #3 Jr. Honda F Main	Race #18 Hvy. Honda A Main
Race #4 Sr. Honda E Main	Race #19 Jr. Stock A Main
Race #5 Jr. Honda E Main	Race #20 Sr. Stock A Main
Race #6 Sr Honda D Main	Race #21 Lt. Mod A Main
Race #7 Jr Honda D Main	Race #22 Hvy Mod A Main
Race #8 Sr Honda C Main	Race #23 Lt 160 A Main
Race #9 Jr. Honda C Main	Race #24 Hvy GX160 A Main
Race #10 Lt 160 C Main	Race #25 Lt. B A Main
Race #11 Hvy 160 C Main	Race #26 Hvy. B A Main
Race #12 Jr. Honda B Main	Race #27 Lt. AA A Main
Race #13 Sr Honda B Main	Race #28 Hvy. AA A Main
Race #14 Lt 160 B Main	Race #29 Jr. Half
Race #15 Hvy 160 B Main	

REMINDER: If a heavy class DRIVER is found light after qualifying they will be assigned with a NT (No time), 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.

Example: If car #1 (fast time) is under weight at scales he is started in the rear of the last semi and times are scratched. If the driver weight is the problem all above would apply, plus car and driver are moved to the light division.

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 classes or divisions under any circumstances.

TRANSFER CARS: Jr. Division, 4 cars transfer plus alternate.
 Sr. Division, 5 cars transfer plus alternate.
 At **local level** number of transfers plus alternate.

1997 Change: In an attempt to maintain a full field of cars in each feature, if there are under five (5) cars (4 Juniors) 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 and 9 cars ---10 cars max per race unless 11 cars are signed in for that class. 8 cars max for Jr. Classes unless only 9 cars are signed in for that class.

At local level:

It may be mandated that divisions be combined at local non-sanctioned events. EXAMPLE: Lt. & Hvy. Mod, 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 classes separately.

HOW TO USE YOUR SCORE SHEET

Fill in class and date and time at 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 line-up on the track is the same as your score sheet line-ups.

Check on any variations before the green flag; do not adjust your line-up information on your sheet unless you have made a clerical error. If the starting line-up is different on your sheet than on the track, it may be because of engine changes or drivers being late out etc. Make note of the different starting line-up in the restart area of your score sheet using an **S** for starting lap.

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 line-ups are given out.

If you miss a car or a lap, do not try to fill it in immediately. Pick out the lead car and begin the next lap A.S.A.P. Don't be 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 different color ink.

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 into the habit of stopping your scoring right away.** As long as you have the slash mark you can continue to write car #'s until all cars pass the line. (You'd be surprised how often this information comes in handy even though it is not an official lap).

Restart line-ups will be determined by taking the last completed lap (all cars present) and making the necessary adjustments for judge's calls and/or DOT's.

REMINDER:

All activities that occur during green, yellow and red flags **must** be documented, list all restart line-ups 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 line-up from your RESTART line-up.

List all DOT'S and CALLS in the upper right hand area of the sheet (or within your score sheet that the dub uses). Use the number 1-0 plus X for alternate as the car #'s. Always watch for 3 DOT'S, 2 chargeable calls or 1 flagrant call on any driver and notify your Head Scorer, who will confirm with the judges, as soon as any driver reaches maximum number of DOT'S or Calls.

As cars drop out for mechanical reasons, calls, or DOT'S 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. All laps count until the checkered flag is thrown.

STARTS

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

The flag person or the judges have the option to put any car/s to the rear that fails to keep proper pace. This is not considered a DOT or a CALL. Judges however, do have the authority to make a call on a car for an incident before the green flag falls.

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 racetrack.

Cars going DOT before the initial green flag will retain their position, unless the judges make a call. (A call made at this time is a chargeable call).

Cars going to the work area after the warm up time expires (except "AA" and Half class, which are re-fueled 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).

ALL CARS MUST TAKE INITIAL DOUBLE FILE GREEN.

Alternate Cars

Article 8, Section 3, 4.D1 (Page 33)

If a car from the original lineup is unable to lineup on the initial start the alternate car (x) will be sent out after lineup is called for and start in the rear of the field. If a car from the original lineup is past the designated line on the track (nose over the line) before the original green flag falls the driver may rejoin the lineup at the rear of the field.

In the case where a car from the original lineup is past the designated line on the track before the initial green flag falls and the alternate car is on the track, the flagger will throw the caution flag if there are more cars on the track than allowed by Article 5, Section 1, 1F and 1G, page 22. The Alternate car will be removed from the lineup and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls. Per 2004 National Meeting.

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 calls made. Head Scorer and or appointed assistant will then issue a proper restart line-up order to the flag person.

When making a line-up for a restart, all scorers should verify lapped cars before giving out a new line-up and all scorers should agree on the line-up. (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 line-up 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 on opposite page.**

RE-ENTRY OF CARS AFTER YELLOW AND BEFORE COMPLETED 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. (QMA scoring procedures mandate that this car would be lined up in the last position based on re-entry after a line-up has been called for. This rule change will also be incorporated into the Flagging Procedure. The car must fall to the tail upon re-entry.) Example below.

QUARTER MIDGETS of AMERICA

Class: Novice Stock Honda GX160 Modified B AA Half

Scorekeeper: _____ Date: _____ Start Time: _____

Division: Junior Senior Light Heavy

Event: _____ Race #: _____ # of Laps: _____ End Time: _____

Driver's Name	4	3	3	3	3	3	DOT/Lap	Call/Lap	DNF	D	Q
	0	9	8	7	6	5					
1							1				
2							2				
3							3				
4							4				
5							5				
6							6	18			
7							7				
8							8				
9							9				
10							10	18			
11							11				
12							12				

Restarts/Lap #	20	19	18	17	16	1	Finish
	9	9	9				1
18	7	7	7				2
	8	8	8/				3
	5	0					4
18	0	5	6				5
	4	4	&0				6
	3	2	wa				7
	2	3					8
	1	1					9
	6	6					10
							11
							12

Rule Change per National Meeting 2003—

Anytime a tail-cone falls off a car, a yellow flag will be thrown and the car sent to the pits (work area) to re-place tail-cone. This car will be charged with a DOT unless a call is made on another car. The car will be allowed to resume racing assuming it's not their 3rd DOT and they make it back out before the green flag. They must tag the back of the line-up. If a tail-cone falls off on the last lap of the race and the checkered flag has been thrown, they will be charged with a DNF whether or not it is their 3rd DOT. The tail-cone may be replaced to cross the scales. Page 40, #19 of the rulebook.

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. The only rule change was in situation #4

For cars attempting to re-enter the race on re-starts 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 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; this will result in an immediate DQ.

OUT LATE – NEXT LAP COMPLETED

Situation#2: Car with nose **NOT** past the designated 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 #2: Car will not be allowed to return to the race and will be scored as a DNF or DQ if judging calls were made.

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 #3: Unless DOT's or judges call overrule, 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 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#4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF or DQ if judging call (calls) were made.

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 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#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 FLAGGERS 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 PROCEDURES

On race day, there will be five scorers to score the races (local level 5 or 3 scorers); scorers should also note DOT cars 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 18	9-7-8-5-0-4-3-2-1-6
	Lap 19	9-7-8-5-0-4-3-2-1
	Lap 20	9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
	Lap 21	9-7-8-5-0-4-3-2-6-1
	Lap 22	9-7-8-5-0-4-3-2-1
	Lap 23	9-(6)-7-yellow flag (8 & 5 DOT)

The 6 car would have been circled for the second time in lap 23 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 22 and he is no longer lapped in lap 23. 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 22 your last completed/recorded lap. (This does not effect being lapped in lap 20). Assuming no calls are made your line up would 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 21 to create your new line up.

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

Lap 23 is completed, yellow is thrown, 8&5 are DOT and no call is made. The new line up 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 as all other cars have completed all 23 laps and car #6 has only come across the start finish line 21 times.

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by dead on the track or by judges call), the lapped car will be brought to the rear and now becomes unlapped for 1 (one) lap only.

EXAMPLE: Lap 23 was 9-6-7-8-5-0-4-3-2-1, if the next lap is 9-7-6-8 but a yellow comes out because 9 & 7 are DOT and no call is made, the first step in recreating the new line-up would be 6-8-5-0-4-3-2-1-9-7 moving your DOT's to the rear. You **CANNOT RESTART** a race with a lapped car; the line-up will now be 8-5-0-4-3-2-1-9-7-6. Now the lapped car will become unlapped in that lap only. (Refer to example below.)

QUARTER MIDGETS of AMERICA

Class: Novice Stock Honda GX160 Modified B AA Half Scorekeeper: _____
 Date: _____ Start Time: _____

Division: Junior Senior Light Heavy

Event: _____ Race #: _____ # of Laps: _____ End Time: _____

	Driver's Name	Race #:					2	1	End Time:			
		25	24	23	22	21			DOT/Lap	Call/Lap	DNF	
1		9	9	9	9			1				
2		7	7	7	7			2				
3		8	8	6	6			3				
4		5	5	8	8			4				
5		0	0	5	/			5				
6		4	4	0				6				
7		3	3	4	9 & 7			7				
8		2	2	3	DOT			8				
9		1	1	2				9				
10		6		1				10				
11								11				
12								12				

Lapped car

	Restarts/Lap #	Finish	Judges
22	6 8 5 0 4 3 2 1 9 7	1	
22	8 5 0 4 3 2 1 9 7 6	2	
		3	
		4	
		5	
		6	Head Judge:
		7	
		8	Cornermen
		9	
		10	
		11	
		12	

REMINDER: cars going to the rear are placed there in the same order as the events occurred.

Restart line-up will be in the following order:

1. Cars still running.

2. Innocent DOT'S: All in the positions they were running on the last completed lap, unless car went in work area. **NOTE: innocent DOT's exists only if a CALL has been made on another car and the innocent car then loses the DOT.**

3. Called Cars: A car charged with the incident will be placed to the tail of the line-up. If no call and 2 or more cars go DOT, they go to the rear in the order in which they were running in the last completed lap.

4. Work area cars: While you are getting your new line-up, cars that went to the work area, (if work rule is in effect), will be placed in the line-up **at the back** in the order that 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 goes DOT during yellow flag conditions, driver will retain their running order as of the last recorded green flag lap and will not be charged with a DOT unless there is a call made by the judges. If after a red and or yellow flag falls, but before the green drops, a car is pushed off and goes dead before they have completed one lap under power, the car will be put back in their running position and not be counted as dead on the track.

EXAMPLE:

If two cars go DOT under yellow and there is a judge's call made on one of them, the called car goes to the rear or is DQ'd depending on the called infraction. Then, if a car comes out of the work area in time, it goes 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 call is made the new line up 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.

DEAD ON THE TRACK-CHARGEABLE JUDGES CALL

Before the first green: All cars going DOT before the start of the race will retain their starting positions, unless judges make a call.

Under green flag conditions: All cars going DOT will be restarted at the back of the pack. If 2 or more cars go dead at the same time, with a no call, they go to the rear in the order in which they were running on the last recorded lap and both cars are charged with a DOT.

EXCEPTION: Per Rule Book, page 39, (11B). A car going DOT that is involved in an accident and a call is made on only one car, the non offending car will retain their position as of the last green flag lap scored and is not charged with a DOT.

The offending car is scored with a DOT and a CHARGEABLE CALL.

Under yellow flag conditions: Any car(s) going DOT under the yellow will be restarted in the position they were running in the last completed lap. Remember that DOT'S under yellow are recorded separately from other DOT'S and are not chargeable, unless a judge's call is made.

3 DOT's; After a car receives it's 3rd DOT, on that lap the car will be shown the black flag to exit the racing surface and be considered a DNF**.

****2002 rule change; any car that receives a 3rd DOT will be shown the black flag to exit the racing surface and receive a DNF on that lap. Effective April 1, 2002.**

TWO Judges calls/1 flagrant judges call: After a car receives its 2nd CALL or 1 flagrant call, it is the responsibility of the Head Scorer to inform the Head Judge and flag person that the car is AUTOMATICALLY disqualified. *Yellow DOT'S are not counted in this total.* This car # should not appear in the restart line-up.

If a call needs to be made under GREEN, the tower will notify the flagger who will signal the driver by waving the black flag to that car. Using the numbered black flags make this task easier. 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.

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 3 DOT's 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 there is a judges call then the car without the call will receive the better finishing position.***

Black Flag (BF) – If more than 1, order them by most laps run, i.e. 3 DOT's or 2 chargeable calls or 1 flagrant call.

Disqualified (DQ) – In order in which they occurred, i.e. scales, tech, etc.

Did Not Start (DNS) – If more than 1, order them by sign-in 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-BF-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 are DOT 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 judge's call on the checkered flag lap is an automatic DQ.

When the scorers have received a decision from the Head Judge and have agreed upon the official finish, the scorers will record the finish on QMA 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.

STATES RACE ONLY – Refusal to teardown for technical inspection at a States race will result in loss of qualification to attend the Grands.

The five 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 all sanctioned races, qualifying sheets must be prepared in triplicate. Two copies must be sent to the Regional Director with accompanying host club check for sanction fees (see QMA rule book for set amounts per car). One copy is for the Regional Director records and one copy is for him/her to sign and forward with check to the QMA National Office the third copy is retained by host club. All above steps must be accomplished within 3 days of the event and all checks should be made payable to QMA. States race results are mandated to be overnight expressed to QMA National office.

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 different color 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 & BF 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.

Also 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 back up.

SPOTTER

During a sanction event a spotter is recommended. At a National event a spotter is mandatory. The spotter will stand behind the scorers and watch the track. He/she will note when a yellow flag comes out and also notes which cars are DOT 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 go DOT under green and which under yellow. Also, to mark down which cars have calls made on them so that innocent cars are not charged with DOTS. Write everything down – it is far better to write too much than not enough.

REFUELING RULE:

For the AA and ½ classes, 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. The AA class has an age limit, drivers must be 9 years old effective 1/01/05.

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.

Handlers should be notified over the loud speaker as minutes decrease; lap counter will notify the Head Scorer that warm up time is over. A bullhorn is recommended to help announcing **“time is up”**.

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 count down dock/lap counter, a person should be designated to control the equipment. This is the clubs responsibility to have a designated controller.

LOWER TOWER 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 pre-registered driver, place each driver's name and qualifying # on qualifying sheet and qualifying weigh sheets for the scales.

Paperwork

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 pre-registration, 3 sets of qualifying cards; place each driver's name and qualifying # on qualifying sheet and qualifying weigh sheets for the scales.

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 line up for each main in each class and division. Please remember top 4 in the Jr. Classes and top 5 in Sr., Lt., and Hvy. Classes are inverted. The last main top 4 or 5 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, line up 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, D, and E Main.).

The Race Director or National Board member will come to the tower after qualifying is completed to establish a race order. 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 AA 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 go on 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.

**** Always keep all originals, make copies for everyone else.**

After the race is over staple all 5 score sheets, line up sheet, weigh sheet and judges sheet together.

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 third 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.

NOTES: