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## CENTRAL INDIANA QUARTER MIDGET ASSOCIATION 2009 RACING FORMAT

The 2009 Mini-Indy Points series will consist of fourteen points races for all classes except Novice. There will be one (1) throw out race. The highest point total of 13 events will determine the class champion for the year. Your lowest point total will be dropped, from your total points. Awards will be presented at the year-end banquet to all eligible participants of a class with a minimum of an attempt to race in 50% of the club races logged in that class.

### SCHEDULE

The schedule will consist of 14 points races.

### DAY RACES

8:00-9:00 Sign-ins

9:10 Handlers and Drivers meetings (required attendance)

9:30 Star Spangled Banner and Racers Prayer

9:35 Initial novice race sessions followed by heat races with transfer Mains immediately following

Racing order of classes for heat races– Jr. Novice, Sr. Novice, Jr. Honda, Sr. Honda, Hvy. Honda, Jr. Stock, Sr. Stock, Lt. Mod., Hvy Mod., Lt. B, Hvy. B, Lt. AA, Hvy. AA, Lt. 160, Hvy. 160, Half, WF. The tower lineup person will have authority to mix the classes in different orders during the Mains transfer racing in order to avoid back to back racing of the same or similar classes. The racing order will be posted with the heat race lineups.

### REGISTRATION

-The entry fee shall be \$25 per car at points races and fun races unless otherwise posted

-A formal safety check of all cars will be available before the first race of the season. A safety sticker will be issued and is to be affixed to each car on the left side of the car body, near the kill switch location. This is to be easily viewed by the pit steward as part of the pre-race inspection routine. No car will race at Mini Indy without this sticker.

Safety inspections will be available during sign-in periods for each race this season for new cars and guests. It will be the responsibility of the handler to contact the Safety Director or his designated assistant. The Safety Director and/or Pit Steward retain the right to spot check cars in the hot chute. A signed safety sheet will be required before you are able to sign in. Clarify any safety concerns prior to racing with the Safety Director. Safety is everyone's responsibility.

-Issued with each safety inspection will be the C.I.Q.M.A. Code of Conduct. Your signature on the safety sheet before sign-in will be your acknowledgement that you and your family have read, understand and agree to abide by this document.

-All cars are required to have a transponder clip attached to them prior to competition. Clips are available in the tower and cost is \$8 per clip.

### GENERAL RULES

-QMA badges with current registration sticker must be worn in the hot chute.

-Talking on cell phones is prohibited in the hot chute or within the fenced area around the

track.

-Tire warmers and applied tire preps are not allowed, per QMA rules.

-The Handlers of the first four cars in each race are responsible for cornering the corresponding corner in their event. For example: The car starting in the pole position, the Handler must corner turn 1. Car (handler) starting 2<sup>nd</sup> to corner #2, etc.

Car (handler) 5 will be available to replace corner workers in #1 and #2 should they need to attend to their cars. Car (handler) 6 will be available to replace corner workers in #3 and #4 should they need to attend to their cars. The flagger will not allow the cars to go green (practice or racing) until the corners are manned. It is the handlers responsibility to find a replacement if he/she is unable to corner.

## **NOVICE SESSIONS**

-The track is not available for general membership practice for the two-hour period from 7:00am until 9:00am on each race day. This time slot is reserved for controlled Novice training and Novice practice **only!** The Novice trainer has control of the track when a Novice training session is scheduled. Priority will be given to Novice training over general practice.

- Novices will pill draw at sign in and be placed in races similar in format to other classes, however, the novice director will have complete control and discretion to vary the novice racing format and placement of individual drivers in novice racing sessions.

-There will be 20 minute time limits for all novice race sessions. Time limits may be changed as time and conditions allow.

## **GENERAL RACING RULES**

-We will qualify once grands style and two batch qualifying days that are listed on the schedule. When batch qualifying we will go with roll n go's for all races, with flagmans discretion.

-A one-minute warm up session will be allowed before each race. This time may be adjusted as time and conditions allow. The tower will start the time period when all cars in the race are on the track. Drivers may come into the pits for adjustments during this allotted time but must be out before time expires.

-Car(s) not past the cone/stripe area in the pit lane (under car's own power) when warm up time expires will be placed to the tail of their race. Should more than 1 car be in the pits, they will line up at the tail in the order they returned to the track. Should time expire and the flagman allow additional discretionary warm up time (i.e., due to conditions or track incidents during the warm up period) cars in the pits when the time period expires shall still be placed in the line up at the tail.

-Cars going DOT (dead on track) before the initial green flag will retain their original position unless a driver is at fault and a call is made by the judges. The innocent car retains his/her position.

-There will be 20 minute time limits for all heat race sessions. Unless altered by an agreement of the Club officials, there will not be time limits for Main transfer races. Time limits may be changed as time and conditions allow. Should time expire under green flag racing, racing will continue until the next yellow, red or checkered flag

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condition. The finish shall then be adjusted for calls and decisions and the race declared finished by the flagman displaying the checkered flag. Should time expire during a yellow or red flag period, the lineup will be adjusted for calls and decisions and the

checkered flag shall be displayed, finishing the race.

-In races with time limits, the race director will have the discretion to ask the tower to pause the clock when scoring or judging decisions extend beyond a reasonable time. The clock shall be paused for all red flag conditions.

-Each Main race will have an alternate (X) starting car. The alternate car will remain eligible to enter the track and race until the first green flag lap is scored.

-All cars that race and finish every heat race and every A-Main feature race and all transferring cars, including alternate (X) cars, after all lower Main races will cross the scales. Non-transferring cars in Main races do not need to cross the scales. Failure to cross the scales after a heat race is a DQ, earning no heat race points and sending the offender to the tail of the lowest Main transfer race. Failure to cross the scales after a Main transfer race, when required, is a tech DQ, gaining no points for the day. All car and driver weights must be verified by a volunteer person positioned at the scales. Should there be a discrepancy, it must be immediately reported to the Race Director or the Tech Director.

-All racing rules, except those noted in this format, are per current QMA rules.

-Lt. and Hvy. Divisions may be combined with the race director's approval and the unanimous agreement of all the participants in that heat/feature. Lt. Division participants will line up in front of the Hvy. Division participants in any combined division's heat/feature.

-Mini Indy has a "mandatory" volunteer system in order to receive the points that a driver may receive in heat races. One handler, or designated substitute, in each family shall participate in four volunteer activities during the race day. These activities have sign up sheets, which must be clearly signed. They include judging, pit stewarding, race directing, flagging, concessions, scales/tech, race scoring or other tower duties. These four activities will qualify all of the handler's drivers in all of their classes for their points. Obviously, this is a minimum requirement.

## **HEAT RACES**

-Heat races will be run for each class. Total laps for all heat races and lower mains will be 15 for Novice and 20 for all other classes.

-A driver will be awarded 5 points for running or attempting to run a heat race. An attempt will be any effort to present the car in the lineup chute and to start a race.

-Winners of heat races will be awarded an additional point (total of 6). See volunteer requirements under "General Racing Rules" to claim the earned heat race points.

-Heat race lineups will be determined by a random draw (Pill Draw) at sign in. The lowest number drawn will be on the pole, and the highest number drawn is in the last starting position. (see following lineup examples)

-At the conclusion of all heat races the tower will draw a number to see if the cars that transfer directly to the A-Main feature races will invert or run straight up.

- In the event of an inverted lineup draw, if all cars in a class transfer directly to the A-Main, only the top six cars (top four in Junior classes) shall be inverted. All other cars shall line up behind the inverted cars in their order of finish in the heat race. Cars that are DNF, DNS, DQ or DNA in the heat race will always start the A-Main behind the heat race finishing cars, whether the lineup is straight up or inverted.

Even number = Straight up

Odd number = Invert

## **EXAMPLE LINEUPS USING PILL DRAW**

### **Example A: 9 Cars (One Heat)**

HEAT\_RACE\_LINE\_UP

#1 (Lowest Number Drawn) #2

#3 #4

#5 #6

#7 #8

#9 (Highest Number Drawn)

### **Example B: Line-up and lower main transfer races for a Junior Honda field with 16 cars: 2 heats of 8**

HEAT 1 Lowest Number Drawn HEAT 2

#1 #3 #2 #4

#5 #7 To #6 #8

#9 #11 #10 #12

#13 #15 Highest Number drawn #14 #16

#### **Complete line-up summary for all scenarios follows at the end of the format.**

The lowest number drawn is on the pole in heat # 1, the second lowest is on the pole in heat # 2, 3<sup>rd</sup> lowest is on the outside pole in heat #1 and the fourth lowest is on the outside pole of heat #2, the 5<sup>th</sup> lowest number drawn goes to the 3<sup>rd</sup> starting spot in heat 1 and the 6<sup>th</sup> goes to the 3<sup>rd</sup> spot in heat #2 etc. If an odd number of cars, the greater number goes to heat #1.

The first and second place finishers from heat one and two will transfer directly to the A-Main.

#### **C-Main**

The 5<sup>th</sup>, 6<sup>th</sup> 7<sup>th</sup> and 8<sup>th</sup>, place finishers from heat one and two will run a C main.

The 5<sup>th</sup> place finisher from heat one will start on the pole, the 5<sup>th</sup> place finisher from heat two will start in the 2<sup>nd</sup> position, 6<sup>th</sup> place finisher from heat one will start in the 3<sup>rd</sup> position, 6<sup>th</sup> place finisher from heat two will start in the 4<sup>th</sup> position, 7<sup>th</sup> place finisher from heat one will start in the 5<sup>th</sup> position, 7<sup>th</sup> place finisher from heat two will start in the 6<sup>th</sup> position, 8<sup>th</sup> place finisher from heat one will start in the 7<sup>th</sup> position, 8<sup>th</sup> place finisher from heat two will start in the 8<sup>th</sup> position.

The winner, runner up, third and fourth place finishers advance in straight up order into the B-Main: The winner to position #5 the runner up to position #6, third place to position #7 and 4<sup>th</sup> place to position # 8.

#### **B-Main**

The third and fourth place finishers from heat race one and two will run the B-Main.

Third place finisher from heat one will start on the pole, third place finisher from heat two will start in the 2<sup>nd</sup> position; fourth place finisher from heat one will start in the 3<sup>rd</sup> position, the third place finisher from heat two will start in the 4<sup>th</sup> position.

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#### **A-Main**

The first and second place finishers from heats one and two will run the A-Main.

Their starting positions will be determined at the conclusion of the last heat race when we draw for inverted or straight up order.

The fifth through eight place positions are in “straight up” order as finishing the B-Main

Winner to position 5, runner up to position 6, third place to position 7, fourth place to position 8.

**Senior Classes: same basic format, with the exception of 10 cars per heat.**

**An 11<sup>th</sup> may be added to avoid an additional heat.**

**See: Line-Up Summary.**

### **FEATURE RACES**

Feature races will be run for each class. Total laps for each will be 20 for Novice and 30 for all other classes.

**JUDGING: by current QMA rules**

### **RAIN DELAYS / RAINOUTS**

A points event will be considered rained out by the determination of the Race Director and the majority rule of all other present club officials, and shall be done by 1:00 PM. An event will count for any class in which both the heat and feature races are scored for that event.

The championship club point series will be considered closed for a given class once ten events have been completed for that class.

### **Points Format**

- The points format is based on 10 scheduled races with no throw out races.
- A driver must make an attempt to compete in a minimum of 5 points races to be eligible for year-end awards.
- At least two drivers must each participate in five points races to constitute a class, eligible for awards. If only one awards eligible driver races in a class, they must race all 10 points races to be eligible for year-end class championship awards.
- If after the final race of the season we have a tie, then the driver with the most A-main wins will be the Champion. If still a tie then the most 2<sup>nd</sup> place finishes, then 3<sup>rd</sup> place finishes, etc.
- A driver will be awarded 5 points for running or attempting to run a heat race. An attempt will be any effort to present the car in the lineup chute and to start a race.
- Winners of heat races will be awarded an additional point (total of 6)
- One handler, or designated substitute, in each family shall participate in four volunteer activities during the race day in order to receive heat race points. They include judging, pit stewarding, race directing, flagging, concessions, scales/tech, race scoring or other tower duties. These four activities will qualify all of the handler's drivers in all of their classes for their heat race points.
- Feature Race Points will be based on your A-Main or highest main finish, per the following chart:

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#### **Exceptions:**

- DNF will finish ahead of DNS followed by DQ.
- DQ- (Tech) Zero points for the event.
- DQ- (Flagrant call) Zero points for heat race if it occurred in heat race and car placed at tail of lowest Main transfer race; zero racing points if it occurred in transfer races, but retaining points earned in earlier heat races
- DQ- (Dropped safety item, liberating fluids, 2 calls) No points awarded for heat races and car is placed at tail of lowest Main transfer race; transfer racing points awarded behind DNF and DNS finishers

DNA- A DNA (did not attempt) is recorded when the driver makes no attempt to race. Zero points awarded for heat races, racing points awarded for finish of last race completed (zero points if failed to race any Main)

DNS- A DNS (did not start) is recorded if a car attempts to race, but is eliminated by accident or mechanical failure before a green flag lap is recorded. Points awarded according to drop out/race finish ahead of DQ's. Note that this includes the point position of the alternate (X) car

DNF- A DNF (did not finish) is recorded when a car starts a race, but is eliminated before a race is complete. Points awarded according to drop out/race finish ahead of DNS's and point eligible DQ's. This includes cars eliminated from the race by 3 DOT's.

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## **Feature Race points**

### **Junior Classes Senior Classes**

Finish Points Finish Points

1<sup>st</sup> 50 1<sup>st</sup> 50

2<sup>nd</sup> 46 2<sup>nd</sup> 46

3<sup>rd</sup> 43 3<sup>rd</sup> 43

4<sup>th</sup> 41 4<sup>th</sup> 41

5<sup>th</sup> 39 5<sup>th</sup> 39

6<sup>th</sup> 37 6<sup>th</sup> 37

7<sup>th</sup> 35 7<sup>th</sup> 35

8<sup>th</sup> 33 8<sup>th</sup> 33

9<sup>th</sup> 29 9<sup>th</sup> 31

10<sup>th</sup> 27 10<sup>th</sup> 29

11<sup>th</sup> 25 11<sup>th</sup> 25

12<sup>th</sup> 23 12<sup>th</sup> 23

13<sup>th</sup> 21 13<sup>th</sup> 21

14<sup>th</sup> 19 14<sup>th</sup> 19

15<sup>th</sup> 17 15<sup>th</sup> 17

16<sup>th</sup> 16 16<sup>th</sup> 16

17<sup>th</sup> 15 17<sup>th</sup> 15

18<sup>th</sup> 14 18<sup>th</sup> 14

19<sup>th</sup> 13 19<sup>th</sup> 13

20<sup>th</sup> 12 20<sup>th</sup> 12

21<sup>st</sup> 11 21<sup>st</sup> 11

All drivers finishing 21<sup>st</sup> and below will receive 10 feature race points.

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### **Junior Classes Line-Up**

**1-9 CAR CLASS COUNT (1 Heat, top 9 to A Main)**

1(H), 2(H), 3(H), 4(H), 5(H), 6(H), 7(H), 8(H), 9(H)

**10-12 CAR CLASS COUNT (2 Heats, top 2 to A Main; 1 Lower Main, transfer 4)**

10 Cars - Heats (5/5)

11 Cars - Heats (5/6)

12 Cars - Heats (6/6)

**1/2 => A Min**

1(H1), 1(H2), 2(H1), 2(H2); 1(B), 2(B), 3(B), 4(B)

**3/4 => B Main**

3(H1), 3(H2), 4(H1), 4(H2), 5(H1), 5(H2), 6(H1), 6(H2)

**13-16 CAR CLASS COUNT (2 Heats, top 2 to A Main; 2 Lower Mains, transfer 4)**

13 Cars - Heats (7/6)

14 Cars - Heats (7/7)

15 Cars - Heats (8/7)

16 Cars - Heats (8/8)

**1/2 => A Main**

1(H1), 1(H2), 2(H1), 2(H2); 1(B), 2(B), 3(B), 4(B)

**3/4 => B Main**

3(H1), 3(H2), 4(H1), 4(H2); 1(C), 2(C), 3(C), 4(C)

**5/6/7/8 => C Main**

5(H1), 5(H2), 6(H1), 6(H2), 7(H1), 7(H2), 8(H1), 8(H2)

**7-20 CAR CLASS COUNT (3 Heats, top 2 to A Main; 2 Lower Mains, transfer 2)**

17 Cars - Heats (6/6/5)

18 Cars - Heats (6/6/6)

19 Cars - Heats (7/6/6)

20 Cars - Heats (7/7/6)

**1/2 => A Main**

1(H1), 1(H2), 1(H3), 2(H1), 2(H2), 2(H3); 1(B), 2(B)

**3/4 => B Main**

3(H1), 3(H2), 3(H3), 4(H1), 4(H2), 4(H3); 1(C), 2(C)

**5/6/7 => C Main**

5(H1), 5(H2), 5(H3), 6(H1), 6(H2), 6(H3), 7(H1), 7(H2)

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**21-24 CAR CLASS COUNT (3 Heats, top 2 to A Main; 3 Lower Mains, transfer 2)**

21 Cars - Heats (7/7/7)

22 Cars - Heats (8/7/7)

23 Cars - Heats (8/8/7)

24 Cars - Heats (8/8/8)

**1/2 => A Main**

1(H1), 1(H2), 1(H3), 2(H1), 2(H2), 2(H3); 1(B), 2(B)

**3/4 => B Main**

3(H1), 3(H2), 3(H3), 4(H1), 4(H2), 4(H3); 1(C), 2(C)

**5/6 => C Main**

5(H1), 5(H2), 5(H3), 6(H1), 6(H2), 6(H3); 1(D), 2(D)

**7/8 => D Main**

7(H1), 7(H2), 7(H3), 8(H1), 8(H2), 8(H3)

**25-28 CAR CLASS COUNT (4 Heats, top 1 to A Main; 5 Lower Mains, transfer 4)**

25 Cars - Heats (7/6/6/6)

26 Cars - Heats (7/7/6/6)

27 Cars - Heats (7/7/7/6)

28 Cars - Heats (7/7/7/7)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4); 1(B), 2(B), 3(B), 4(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4); 1(C), 2(C), 3(C), 4(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 4(H4); 1(D), 2(D), 3(D), 4(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H5); 1(E), 2(E), 3(E), 4(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4); 1(F), 2(F), 3(F), 4(F)

**6/7 => F Main**

6(H1), 6(H2), 6(H3), 6(H4), 7(H1), 7(H2), 7(H3), 7(H4)

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**28-32 CAR CLASS COUNT (4 Heats, top 1 to A Main; 6 Lower Mains, transfer 4)**

28 Cars - Heats (7/7/7/7)

29 Cars - Heats (8/7/7/7)

30 Cars - Heats (8/8/7/7)

31 Cars - Heats (8/8/8/7)

32 Cars - Heats (8/8/8/8)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4); 1(B), 2(B), 3(B), 4(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4); 1(C), 2(C), 3(C), 4(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 4(H4); 1(D), 2(D), 3(D), 4(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H5); 1(E), 2(E), 3(E), 4(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4); 1(F), 2(F), 3(F), 4(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4); 1(G), 2(G), 3(G), 4(G)

**7/8 => G Main**

7(H1), 7(H2), 7(H3), 7(H4), 8(H1), 8(H2), 8(H3), 8(H4)

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**33-38 CAR CLASS COUNT (5 Heats, top 1 to A Main; 6 Lower Mains, transfer 3)**

33 Cars - Heats (7/7/7/6/6)

34 Cars - Heats (7/7/7/7/6)

35 Cars - Heats (7/7/7/7/7)

36 Cars - Heats (8/7/7/7/7)

37 Cars - Heats (8/8/7/7/7)

38 Cars - Heats (8/8/8/7/7)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5); 1(B), 2(B), 3(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5); 1(C), 2(C), 3(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5); 1(D), 2(D), 3(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H5), 4(H5); 1(E), 2(E), 3(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5); 1(F), 2(F), 3(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5); 1(G), 2(G), 3(G)

**7/8 => G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5), 8(H1), 8(H2), 8(H3)

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**39-40 CAR CLASS COUNT (5 Heats, top 1 to A Main; 7 Lower Mains, transfer 3)**

39 Cars - Heats (8/8/8/8/7)

40 Cars - Heats (8/8/8/8/8)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5); 1(B), 2(B), 3(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5); 1(C), 2(C), 3(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5); 1(D), 2(D), 3(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5); 1(E), 2(E), 3(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5); 1(F), 2(F), 3(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5); 1(G), 2(G), 3(G)

**7 => G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5); 1(H), 2(H), 3(H)

**8 => H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5)

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**Senior Classes Line-Up**

**1-11 CAR CLASS COUNT (1 Heat, top 11 to A Main)**

1(H), 2(H), 3(H), 4(H), 5(H), 6(H), 7(H), 8(H), 9(H), 10(H), 11(H)

**12-16 CAR CLASS COUNT (2 Heats, top 3 to A Main; 1 Lower Main, transfer 4)**

12 Cars - Heats (6/6)

13 Cars - Heats (7/6)

14 Cars - Heats (7/7)

15 Cars - Heats (8/7)

16 Cars - Heats (8/8)

**1/2/3 => A Main**

1(H1), 1(H2), 2(H1), 2(H2), 3(H1), 3(H2); 1(B), 2(B), 3(B), 4(B)

**4/5/6/7/8 => B Main**

4(H1), 4(H2), 5(H1), 5(H2), 6(H1), 6(H2), 7(H1), 7(H2), 8(H1), 8(H2)

**17-20 CAR CLASS COUNT (2 Heats, top 3 to A Main; 2 Lower Mains, transfer 4)**

17 Cars - Heats (9/8)

18 Cars - Heats (9/9)

19 Cars - Heats (10/9)

20 Cars - Heats (10/10)

**1/2/3 => A Main**

1(H1), 1(H2), 2(H1), 2(H2), 3(H1), 3(H2); 1(B), 2(B), 3(B), 4(B)

**4/5/6 => B Main**

4(H1), 4(H2), 5(H1), 5(H2), 6(H1), 6(H2); 1(C), 2(C), 3(C), 4(C)

**7/8/9/10 => C Main**

7(H1), 7(H2), 8(H1), 8(H2), 9(H1), 9(H2), 10(H1), 10(H2)

**21-22 CAR CLASS COUNT (3 Heats, top 2 to A Main; 2 Lower Mains, transfer 4)**

21 Cars - Heats (7/7/7)

22 Cars - Heats (8/7/7)

**1/2 => A Main**

1(H1), 1(H2), 1(H3), 2(H1), 2(H2), 2(H3); 1(B), 2(B), 3(B), 4(B)

**3/4 => B Main**

3(H1), 3(H2), 3(H3), 4(H1), 4(H2), 4(H3); 1(C), 2(C), 3(C), 4(C)

**5/6/7/8 => C Main**

5(H1), 5(H2), 5(H3), 6(H1), 6(H2), 6(H3), 7(H1), 7(H2), 7(H3), 8(H1)

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**23-28 CAR CLASS COUNT (3 Heats, top 2 to A Main; 3 Lower Mains, transfer 4)**

23 Cars - Heats (8/8/7)

24 Cars - Heats (8/8/8)

25 Cars - Heats (9/8/8)

26 Cars - Heats (9/9/8)

27 Cars - Heats (9/9/9)

28 Cars - Heats (10/9/9)

**1/2 => A Main**

1(H1), 1(H2), 1(H3), 2(H1), 2(H2), 2(H3); 1(B), 2(B), 3(B), 4(B)

**3/4 => B Main**

3(H1), 3(H2), 3(H3), 4(H1), 4(H2), 4(H3); 1(C), 2(C), 3(C), 4(C)

**5/6 => C Main**

5(H1), 5(H2), 5(H3), 6(H1), 6(H2), 6(H3); 1(D), 2(D), 3(D), 4(D)

**7/8/9/10 => D Main**

7(H1), 7(H2), 7(H3), 8(H1), 8(H2), 8(H3), 9(H1), 9(H2), 9(H3), 10(H1)

**29-30 CAR CLASS COUNT (3 Heats, top 2 to A Main; 4 Lower Mains, transfer 4)**

29 Cars - Heats (10/10/9)

30 Cars - Heats (10/10/10)

**1/2=> A Main**

1(H1), 1(H2), 1(H3), 2(H1), 2(H2), 2(H3); 1(B), 2(B), 3(B), 4(B)

**3/4=> B Main**

3(H1), 3(H2), 3(H3), 4(H1), 4(H2), 4(H3); 1(C), 2(C), 3(C), 4(C)

**5/6=> C Main**

5(H1), 5(H2), 5(H3), 6(H1), 6(H2), 6(H3); 1(D), 2(D), 3(D), 4(D)

**7/8 => D Main**

7(H1), 7(H2), 7(H3), 8(H1), 8(H2), 8(H3); 1(E), 2(E), 3(E), 4(E)

**9/10 => E Main**

9(H1), 9(H2), 9(H3), 10(H1), 10(H2), 10(H3)

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**31-34 CAR CLASS COUNT (4 Heats, top 1 to A Main; 6 Lower Mains, transfer 6)**

31 Cars - Heats (8/8/8/7)

32 Cars - Heats (8/8/8/8)

33 Cars - Heats (9/8/8/8)

34 Cars - Heats (9/9/8/8)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4); 1(B), 2(B), 3(B), 4(B), 5(B), 6(B)

**2 => B Main**

2(H1), 2(H2), 2(H3), 2(H4); 1(C), 2(C), 3(C), 4(C), 5(C), 6(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 3(H4); 1(D), 2(D), 3(D), 4(D), 5(D), 6(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H4); 1(E), 2(E), 3(E), 4(E), 5(E), 6(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4); 1(F), 2(F), 3(F), 4(F), 5(F), 6(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4); 1(G), 2(G), 3(G), 4(G), 5(G), 6(G)

**7/8/9 => G Main**

7(H1), 7(H2), 7(H3), 7(H4), 8(H1), 8(H2), 8(H3), 8(H4), 9(H1), 9(H2)

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**35-38 CAR CLASS COUNT (4 Heats, top 1 to A Main; 7 Lower Mains, transfer 6)**

35 Cars - Heats (9/9/9/8)

36 Cars - Heats (9/9/9/9)

37 Cars - Heats (10/9/9/9)

38 Cars - Heats (10/10/9/9)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4); 1(B), 2(B), 3(B), 4(B), 5(B), 6(B)

**2 => B Main**

2(H1), 2(H2), 2(H3), 2(H4); 1(C), 2(C), 3(C), 4(C), 5(C), 6(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 3(H4); 1(D), 2(D), 3(D), 4(D), 5(D), 6(D)

**4 => D Main**

4(H1), 4(H2), 4(H3), 4(H4); 1(E), 2(E), 3(E), 4(E), 5(E), 6(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4); 1(F), 2(F), 3(F), 4(F), 5(F), 6(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4); 1(G), 2(G), 3(G), 4(G), 5(G), 6(G)

**7 => G Main**

7(H1), 7(H2), 7(H3), 7(H4); 1(H), 2(H), 3(H), 4(H), 5(H), 6(H)

**8/9/10=> H Main**

8(H1), 8(H2), 8(H3), 8(H4), 9(H1), 9(H2), 9(H3), 9(H4), 10(H1), 10(H2)

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**39-40 CAR CLASS COUNT (4 Heats, top 1 to A Main; 8 Lower Mains, transfer 6)**

39 Cars - Heats (10/10/10/9)

40 Cars - Heats (10/10/10/10)

**1 => A Main**

1(H1), 1(H2), 1(H3), 1(H4); 1(B), 2(B), 3(B), 4(B), 5(B), 6(B)

**2 => B Main**

2(H1), 2(H2), 2(H3), 2(H4); 1(C), 2(C), 3(C), 4(C), 5(C), 6(C)

**3 => C Main**

3(H1), 3(H2), 3(H3), 3(H4); 1(D), 2(D), 3(D), 4(D), 5(D), 6(D)

**4 => D Main**

(H1), 4(H2), 4(H3), 4(H4); 1(E), 2(E), 3(E), 4(E), 5(E), 6(E)

**5 => E Main**

5(H1), 5(H2), 5(H3), 5(H4); 1(F), 2(F), 3(F), 4(F), 5(F), 6(F)

**6 => F Main**

6(H1), 6(H2), 6(H3), 6(H4); 1(G), 2(G), 3(G), 4(G), 5(G), 6(G)

**7 => G Main**

7(H1), 7(H2), 7(H3), 7(H4); 1(H), 2(H), 3(H), 4(H), 5(H), 6(H)

**8 => H Main**

8(H1), 8(H2), 8(H3), 8(H4); 1(I), 2(I), 3(I), 4(I), 5(I), 6(I)

**9/10 => I Main**

9(H1), 9(H2), 9(H3), 9(H4), 10(H1), 10(H2), 10(H3), 10(H4)

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**41-45 CAR CLASS COUNT (5 Heats, top 1 to A Main; 7 Lower Mains, transfer 5)**

41 Cars - Heats (9/8/8/8/8)

42 Cars - Heats (9/9/8/8/8)

43 Cars - Heats (9/9/9/8/8)

44 Cars - Heats (9/9/9/9/8)

45 Cars - Heats (9/9/9/9/9)

**1=> A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5); 1(B), 2(B), 3(B), 4(B), 5(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5); 1(C), 2(C), 3(C), 4(C), 5(C)

**3=> C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5); 1(D), 2(D), 3(D), 4(D), 5(D)

**4=> D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5); 1(E), 2(E), 3(E), 4(E), 5(3)

**5=> E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5); 1(F), 2(F), 3(F), 4(F), 5(F)

**6=> F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5); 1(G), 2(G), 3(G), 4(G), 5(G)

**7=> G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5); 1(H), 2(H), 3(H), 4(H), 5(H)

**8/9=> H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5), 9(H1), 9(H2), 9(H3), 9(H4), 9(H5)

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**46-50 CAR CLASS COUNT (5 Heats, top 1 to A Main; 8 Lower Mains, transfer 5)**

46 Cars - Heats (10/9/9/9/9)

47 Cars - Heats (10/10/9/9/9)

48 Cars - Heats (10/10/10/9/9)

49 Cars - Heats (10/10/10/10/9)

50 Cars - Heats (10/10/10/10/10)

**1=> A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5); 1(B), 2(B), 3(B), 4(B), 5(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5); 1(C), 2(C), 3(C), 4(C), 5(C)

**3=> C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5); 1(D), 2(D), 3(D), 4(D), 5(D)

**4=> D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5); 1(E), 2(E), 3(E), 4(E), 5(3)

**5=> E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5); 1(F), 2(F), 3(F), 4(F), 5(F)

**6=> F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5); 1(G), 2(G), 3(G), 4(G), 5(G)

**7=> G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5); 1(H), 2(H), 3(H), 4(H), 5(H)

**8=> H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5); 1(I), 2(I), 3(I), 4(I), 5(I)

**9/10 => I Main**

9(H1), 9(H2), 9(H3), 9(H4), 9(H5), 10(H1), 10(H2), 10(H3), 10(H4), 10(H5)

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**51-52 CAR CLASS COUNT (6 Heats, top 1 to A Main; 7 Lower Mains, transfer 4)**

51 Cars - Heats (9/9/9/8/8/8)

52 Cars - Heats (9/9/9/9/8/8)

**1=> A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5), 1(H6); 1(B), 2(B), 3(B), 4(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5), 2(H6); 1(C), 2(C), 3(C), 4(C)

**3=> C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5), 3(H6); 1(D), 2(D), 3(D), 4(D)

**4=> D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5), 4(H6); 1(E), 2(E), 3(E), 4(E)

**5=> E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5), 5(H6); 1(F), 2(F), 3(F), 4(F)

**6=> F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5), 6(H6); 1(G), 2(G), 3(G), 4(G)

**7=> G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5), 7(H6); 1(H), 2(H), 3(H), 4(H)

**8/9=> H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5), 8(H6), 9(H1), 9(H2), 9(H3), 9(H4)

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**53-58 CAR CLASS COUNT (6 Heats, top 1 to A Main; 8 Lower Mains, transfer 4)**

53 Cars - Heats (9/9/9/9/9/8)

54 Cars - Heats (9/9/9/9/9/9)

55 Cars - Heats (10/9/9/9/9/9)

56 Cars - Heats (10/10/9/9/9/9)

57 Cars - Heats (10/10/10/9/9/9)

58 Cars - Heats (10/10/10/10/9/9)

**1=> A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5), 1(H6); 1(B), 2(B), 3(B), 4(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5), 2(H6); 1(C), 2(C), 3(C), 4(C)

**3=> C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5), 3(H6); 1(D), 2(D), 3(D), 4(D)

**4=> D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5), 4(H6); 1(E), 2(E), 3(E), 4(E)

**5=> E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5), 5(H6); 1(F), 2(F), 3(F), 4(F)

**6=> F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5), 6(H6); 1(G), 2(G), 3(G), 4(G)

**7=> G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5), 7(H6); 1(H), 2(H), 3(H), 4(H)

**8 => H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5), 8(H6); 1(I), 2(I), 3(I), 4(I)

**9/10 => I Main**

9(H1), 9(H2), 9(H3), 9(H4), 9(H5), 9(H6), 10(H1), 10(H2), 10(H3), 10(H4)

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**59-60 CAR CLASS COUNT (6 Heats, top 1 to A Main; 9 Lower Mains, transfer 4)**

59 Cars - Heats (10/10/10/10/10/9)

60 Cars - Heats (10/10/10/10/10/10)

**1=> A Main**

1(H1), 1(H2), 1(H3), 1(H4), 1(H5), 1(H6); 1(B), 2(B), 3(B), 4(B)

**2=> B Main**

2(H1), 2(H2), 2(H3), 2(H4), 2(H5), 2(H6); 1(C), 2(C), 3(C), 4(C)

**3=> C Main**

3(H1), 3(H2), 3(H3), 3(H4), 3(H5), 3(H6); 1(D), 2(D), 3(D), 4(D)

**4=> D Main**

4(H1), 4(H2), 4(H3), 4(H4), 4(H5), 4(H6); 1(E), 2(E), 3(E), 4(E)

**5=> E Main**

5(H1), 5(H2), 5(H3), 5(H4), 5(H5), 5(H6); 1(F), 2(F), 3(F), 4(F)

**6=> F Main**

6(H1), 6(H2), 6(H3), 6(H4), 6(H5), 6(H6); 1(G), 2(G), 3(G), 4(G)

**7=> G Main**

7(H1), 7(H2), 7(H3), 7(H4), 7(H5), 7(H6); 1(H), 2(H), 3(H), 4(H)

**8 => H Main**

8(H1), 8(H2), 8(H3), 8(H4), 8(H5), 8(H6); 1(I), 2(I), 3(I), 4(I)

**9 => I Main**

9(H1), 9(H2), 9(H3), 9(H4), 9(H5), 9(H6); 1(J), 2(J), 3(J), 4(J)

**10 => J Main**

10(H1), 10(H2), 10(H3), 10(H4), 10(H5), 10(H6)