

N.G.Q.M.A. 2011 Championship Rules

I. CHAMPIONSHIP RESTRICTIONS:

1. The NGQMA 2011 Championship is open to all current NGQMA full and associate members. Only NGQMA drivers will receive Championship points.
2. If a driver from another club races, the Championship points will be adjusted as follows:
 - 1st Place -- NGQMA driver 60 points
 - 2nd Place -- Another Club Driver
 - 3rd Place -- NGQMA driver 59 points
 - 4th Place -- NGQMA driver 58 points
 - 5th Place -- Another Club Driver
 - 6th Place -- NGQMA driver 57 points
3. There will be no extra charge to enter the NGQMA 2011 Championship. Only the normal pit fee will apply.
4. The 2011 schedule contains 14 Championship Races. A driver must compete in at least 12 point races in the same division of a class to be eligible to be in the Championship. A driver's best 12 finishes count toward the Championship. EXCEPTION: See Section VII Championship Trophy Qualifications #1.
5. In the unforeseen cancellation and/or rain out of one or more races, all cars that are registered must pay the \$15 City Fairground parking fee. The remainder of the registration fee is to be returned to the member on the day of the race or forfeit the registration fee. Example: Schedule contains 14 point races, a driver must compete in 12 races. The club has 1 rain out. The numbers would change to 13 point races and a driver must compete in 11 races. If the club had 2 rain outs or cancellations, the numbers would change to 12 point races and a driver must compete in 10 races etc... Championship drivers will always have 2 available drops.
6. All NGQMA Championship Races as posted with these rules and regulations will count towards the Championship.
7. A race format change will not alter the finishes for the Championship.
8. Registration will close at the discretion of the Tower Director prior to posted race start time. Cars not signed in prior to the close of the registration will start in the rear of the field. Drivers are not allowed to register themselves; handlers must sign in their drivers. Waivers must be signed at EVERY race day by HANDLER & DRIVER. If the waiver is not signed, the driver will NOT be allowed to race that day. If a driver calls-in on the phone and says he/she will be late but sign them in, that driver will start at the rear of the class he/she signs into. No one is allowed to draw a pill for

that driver. On the day we qualify, that driver will be the first to qualify in his/her class.

II. CHAMPIONSHIP CLASSES/DIVISIONS:

1. To be eligible for the NGQMA Championship, the driver must compete in at least 12 point races.
2. There will be NO Novice Championship regardless of the number of races run or the number of participants.
3. Points cannot be transferred from one class/division to another.
4. A driver who turns 9 years old anytime during the 2011 season may elect to run in the senior division all year. Once he/she runs in the senior division from the junior division he/she may not return to the junior division. Once a driver turns 9 years old, he/she will move into the senior division on the day he/she turns 9.
5. The 2011 Championship will be a "winner take all" type format. The finishing position in the heat races will determine the starting position for the Mains. For each local race, the Tower Director and one NGQMA official will flip a coin to determine if the Mains will be run "straight-up" (as finishing in the heat) or "inverted". Immediately following the last heat race, the coin toss outcome is to be announced over the loud speaker so all racers know how the order for the Main is to be determined. If we have 11 or less Senior cars (9 Junior cars), a Heat race will be run and the first 5 Senior finishers will be inverted or straight up according to the coin toss to run the "A" Main and the remaining cars will run straight up. The same will apply to the Junior division except the first 4 finishers will be inverted according to the coin toss and the remaining cars will run straight up. Transfers from a lower Main ("B", "C" etc...) to a higher Main will always run straight-up. If we have more than 11 Senior cars (9 Junior cars) 2 or more Heat races will be run. The first 6 Senior finishers (3 from each Heat if we have 2 Heat races or 2 from each Heat if we have 3 Heat races), 4 in a Junior division (2 from each Heat if we have 2 Heat races), transferring from heat race/s directly to the "A" Main will be run straight-up or inverted according to the coin toss. The other finishers, 7th thru 10th in a Senior Division or 5th thru 8th in a Junior Division, will run straight-up according to how they finished and transferred from the heat race/s.

EXAMPLE: A Senior Class has 15 cars signed in. Two Heat races will be run; one Heat race with 8 cars and the other with 7 cars. The top 3 finishers of each Heat race will advance to the "A" Main in inverted or straight up order according to the coin toss. The pill draw will determine the starting position of the two first place finishers of the two Heat races. The same will apply to all other finishers of the Heat races. The remaining 9 cars will run a "B" Main and the first 4 finishers will advance to the rear of the "A" Main in straight up order. The same will apply to the Junior Classes except the first 4 finishers will advance to the "A" Main. On races we use the Grands Format; the first 5 fastest qualifiers in a Senior Division

will race the “A” Main in inverted order. The next 5 fastest qualifiers will run a “B” Main in inverted order, (if 15 Senior cars signed in as above, the “B” Main will have 10 cars with the first 5 fastest qualifiers inverted and the remaining 5 cars in straight up order according to how they qualified). The first 5 finishers will advance to the rear of the “A” Main in straight up order. This will apply to any other “C”, “D” etc...Main. In the Junior Class, 4 fastest qualifiers will run the “A” Main in inverted order and the remaining cars will run a “B”, “C” etc... Main and the top 4 finishers will transfer to the rear of the next highest main in straight up order. See the QMA Scoring Manual.

6. Finishes of the Mains will determine overall finishes for each division of a class. Championship points will be determined by the finishes of the Mains. Points will be awarded as follows (pending Tech DNS/DNF/DQ/DNA rule):

SENIOR DIVISION “A” MAIN

- 1st Place 60 points
- 2nd Place 59 points
- 3rd Place 58 points
- 4th Place 57 points
- 5th Place 56 points
- 6th Place 55 points
- 7th Place 54 points
- 8th Place 53 points
- 9th Place 52 points
- 10th Place 51 points

SENIOR DIVISION “B” MAIN

- 6th Place 50 points (11th place overall)
- 7th Place 49 points (12th place overall)
- 8th Place 48 points (13th place overall)
- 9th Place 47 points (14th place overall)
- Etc...

JUNIOR DIVISION “A” MAIN

- 1st Place 60 points
- 2nd Place 59 points
- 3rd Place 58 points
- 4th Place 57 points
- 5th Place 56 points
- 6th Place 55 points
- 7th Place 54 points
- 8th Place 53 points

JUNIOR DIVISION “B” MAIN

- 5th Place 52 points (9th place overall)
- 6th Place 51 points (10th place overall)
- 7th Place 50 points (11th place overall)
- 8th Place 49 points (12th place overall)
- Etc...

8. Refer to the DNF, DNS, DQ, DNA rule for clarification of the following:

- A. **DNS** - If a car does not start a heat race (DNS), the driver will start in the rear of the lowest main for that division of a class.
- B. **DNF** - If a car starts a Main or a Heat race and does not finish (DNF), the driver will finish ahead of DNS cars for that race. If more than one car is unable to finish a race, the finishing position will be awarded according to the order the cars drop out. If 2 or more cars leave the track at the same time, their position will be determined based on the position the cars were running on the last completed lap.
- C. **DQ** - If a car takes the initial green flag and is disqualified (DQ) for unsportsmanlike conduct, protesting to someone other than the Race Director, or a drivers inappropriate actions(s) to the Race Director, Flagman, Judges, or other drivers, the driver will receive zero (0) Championship points for that race day (first offense). If a driver is disqualified (DQ) for three charged yellows (CY), weigh-in light at the scales, disqualified for too wide, or liberation of muffler or tail pipe, the driver will receive last place position of the Heat or Main of occurrence.
- D. **DNA** - If a driver does not ATTEMPT TO RACE (DNA), that driver will be treated the same as a “NO SHOW” on that race day. A driver must get on the race track during warm-up, race a Heat or Main, or he/she will receive NO CHAMPIONSHIP

POINTS of any kind. The driver must be scored as a DID NOT ATTEMPT (DNA). If the car does go onto the track for warm-up or a Heat or Main race and is unable to make the green flag, that car will receive last place points for the Heat or Main he/she qualifies into.

9. The Championship tie breaker at the end of the season will be the most "A" Main wins of the points races. If still tied, the most second (2nd) place finishes. If still tied, the most third (3rd) place finishes etc... through all 12 point races.
10. The Championship points will be posted on the NGQMA web site as soon after the race as possible.
11. Once these Championship Rules are approved by the Club, they cannot be changed or altered for any reason for the 2011 season.
12. The Championship Rules Committee has the right to make any and all decisions on circumstances not covered by these rules. The Committee also has the right to enforce the intent of any rule. Any Hander has the right to appeal the decision of the Championship Rules Committee one time only. The decision of the Committee is final and cannot be appealed to any other track official or the Board of Directors. The NGQMA Championship Rules Committee for 2011 will be: 1) Eric Kimbarl 2) Dr. Ed Holton 3) Tony Reid 4) Mark Mackie 5) Tracy Taylor.

III. RACING CLARIFICATIONS:

1. The DNF, DQ, DNS, DNA RULE... As per the QMA Scoring Manual, the finishing order will be as follows:
 - A. **FINISHERS** - Drivers that cross the start/finish line of the checkered lap.
 - B. **DID NOT FINISH (DNF)** - If more than one, order them by placing cars with most laps run ahead of those with less laps. (A DNF is one that took at least the first green flag – it does not have to complete a lap).
 - C. **BLACK FLAG** - If more than one, order them by most laps run, i.e. 3 charged yellows.
 - D. **DISQUALIFIED (DQ)** - In order in which they occurred, i.e. scales, tech, etc. unless it is a flagrant DQ – refer to the NGQMA rules.
 - E. **DID NOT START (DNS)** - If more than one, order them by sign in position. A DNS car is one that did not take the initial green flag.
 - F. **DID NOT ATTEMPT (DNA)** – Did not attempt (DNA) to race any Main or Heat race will be treated as a "NO SHOW" and receive no Championship points of any kind, however, if the car does go onto the track for warm-up or a Heat or Main race and is unable to take the green flag, that car will receive last place points for the Main he/she qualifies into.

IV. TECH INSPECTIONS:

1. During the 2011 season, the Tech Director has authority over the Tech inspection process. Tech inspections regarding gas/oil are at the discretion of the Tech Director. The Tech Director may implement various fueling procedures for any and/or all races. Further, the Tech Director may implement fuel checks/fueling procedures for one and/or more classes within a race program.
2. The Oil Testing Rule, Fuel Testing Rule and Tire Prep will be done according to the QMA Rule Book with penalties as prescribed therein.

V. TRANSPONDERS:

1. Handlers will not be allowed to install a transponder after warm-up has ended and return to the original line-up position. The car will go to the back of the line-up. Should the installed transponder not emit a signal, that car will return to his/her original starting position of the line-up after the repairs or replacement has been made as long as no other adjustment or repair is made. All cars must have a transponder bracket mounted as per QMA rule.

VI. IN CASE OF RAIN:

1. IF WE DRAW FOR POSITIONS, a race will be considered complete on the day we draw for position if:
 - A. The Heats (first leg) are completed.
 - B. If some classes were able to race the 2nd leg through their "A" Main, then their finishing position will be their finish of their highest Main.
 - C. Those classes that were not able to complete their 2nd leg/Mains then their finishing position will be their Heat finish for the day. THIS WILL RESULT IN MULTIPLE WINNERS – 1ST PLACE, 2ND PLACE, etc... depending on the number of heat races run.
 - D. If we have more than 11 cars in a Senior Division or 9 in a Junior Division and two (2) or more heat races must be run, then all of the Mains ("D", "C", "B", "A") must be completed for any Main finish to count.

VII. CHAMPIONSHIP TROPHY QUALIFICATION:

1. Drivers competing in a lower class that move to an upper class during the year and between both classes have a combined total of races that meet the minimum of Championship qualification will receive a Championship finishing position in the upper class that they moved into.

2. No points of any kind will be carried over from the lower class. Points will be given in the upper class only for the purpose of determining the position of any drivers that qualify for this move.

Exception: If the driver from the lower class moves into an upper class and has the required number of races for the Championship in the upper class, that driver will finish in the Championship as determined by his/her points received in the upper class.

3. This will allow drivers that move at the same time to compete against each other and in no way effect the points system of those running the entire year in the upper class.
4. This rule will apply to Junior Novice moving to Junior Honda, Senior Novice moving to Senior Honda or Heavy Honda, Junior Honda moving up to Senior or Heavy Honda and Senior Honda moving up to Heavy Honda. This rule will not apply to any Honda driver moving up into a Deco or World Formula class. However, Junior Stock moving to Senior Stock would qualify.
5. This rule is written with the intention of allowing drivers that needed to move in the middle of the racing season to receive positive recognition for their dedicated year of competition.
6. NGQMA Zero Tolerance Policy overrules any and all NGQMA Championship Rules.
7. Saturday rainouts may be continued to the following Sunday, provided that half of all heat races plus one have been completed on Saturday. Races on Sunday will begin at 12:15 PM and conclude by 6:00 PM. (depending on Fairgrounds' schedule)