



QUARTER MIDGETS OF AMERICA SCORING PROCEDURES

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**QUARTER MIDGETS OF AMERICA
APPROVED STANDARDIZED SCORING PROCEDURES (2010)**

DUTIES OF REGIONAL OR LOCAL HEADSCORERS

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 decision that is being made is in violation of a QMA rule or scoring procedures. 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.

THE OFFICIAL QMA ELECTRONIC SCORING SYSTEM:

MOSCORE (MAXIMUM OVERDRIVE SCORING SYSTEM)

www.moscore.com

REFER TO THE MOSCORE MANUAL for instructions on using the system.

QMA requires that you still use manual scorers along with this system. At a Sanctioned Grand National or States Race Event, you are required to have a minimum of three manual scorers, preferably five, and one running the computer. (5/08) For local events there should be 3 manual scorers plus one running the computer. The “lap counter” is the one running the computer. These numbers may be adjusted per the QMA National Head Scorer as the system is used more frequently in QMA over time.

TRANSPONDERS:

TYPE - The AMB TranX160 (yellow) and TranX260 (red) transponders are the only transponders to be used.

LOCATION – from the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar. Transponder must be mounted vertically. Transponder mounted incorrectly will result in a DQ for qualifying and racing.

READINGS - If a transponder is not reading before a race has begun, that car will be brought into the hot chute area and given another one still retaining his/her original starting position. If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number onto the scoreboard for re-starts, lineups and results.

Any car without a transponder, whether during qualifying or racing, will be treated the same as if the transponder is not reading.

Electronic Scoring, if used will be in addition to all normal scoring procedures unless otherwise noted in the procedures.

NOTE: Manual Scorers will always take precedence over the Moscore system should there be any discrepancies!

GLOSSARY

- ❖ **JR:** Junior – drivers ages 5-8
- ❖ **SR:** Senior – drivers ages 9-16
- ❖ **NT:** No time.
- ❖ **NS:** No show
- ❖ **DQ:** Disqualification, i.e. Flagrant Unsportsmanlike Conduct, excessive biking, scales/tech, loss of safety equipment, etc.
- ❖ **BF:** Black Flag. Flagger displaying black flag to have driver exit the track after receiving 3 Charged Yellows or 1 Flagrant Unsportsmanlike Conduct offense.
- ❖ **DNA:** Did Not Attempt to Race
- ❖ **DNF:** Did Not Finish or 3 Charged Yellows
- ❖ **DNS:** Did Not Start
- ❖ **Blend Line:** A line for cars to stay above allowing safe entry onto the racing surface.
- ❖ **Class:** A race program by engine type and rules. i.e. Novice, Stock, Honda 120, etc.
- ❖ **Division:** Defined by age or weight. i.e. Jr., Sr., Lt., Hvy
- ❖ **Charged Yellow:** Term used to describe a penalty assigned to drivers who stop on the track as a result of an incident or have been determined by the judges to be 100 percent at fault for the cause of the incident. Drivers receiving a charged yellow will be restarted at the rear of the pack.
- ❖ **Alternate Car:** The first car not to transfer, located in the staging lanes. If for any reason a car cannot make the initial double file lineup, this car will go out on the track. The alternate car received 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 17 of scoring procedures)
- ❖ **Racing Surface:** Track surface and are 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 25, Article 5, Divisions Sec. 2). 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 divisions.

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 25, Article 5, Sec. 1 #2A. If a car is not in position or unable to time in the proper order, the car will be assigned a NT. Per 2005 National Meeting – No changing of division in class or classes once practice begins for 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, the Head Scorer along with a minimum of two manual scorers, preferably four, will be 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 you have in the tower, the less confusion during qualifying.**

All recording of timing and scoring of races by scorekeepers, will be done in ink. The clock will be placed in front of the Head Scorer or appointed assistant. The clock 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 the qualifying number, name, age and club as each driver enters the racing surface.

Handler is not allowed on track, he may stand next to the Race Director who has communication with the flagger & tower to change the number the of warm up laps wanted before the car enters the track or to put the driver “on the clock” at any time prior to the finish of the warm up laps. 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 Page 37, Article 8, Sec. 3, #3A & Page 40, Article 8, Section 4, #5A-5P. QMA Grand National Format (used for States Races and Grands) is 5 warm up laps followed by 3 laps on the clock.

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 read out loud after verification by all scorers, the time/best time will be announced.

If a car is not in position or unable to time in the proper order, the car will be assigned a NT and placed in the last qualifying spot of its class/division. If a car leaves the track, blows engine or breaks after one time on the clock, 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 assigned a NT. If car stops on the track and/or spins during completing all timing laps, he may be restarted and allowed to complete all 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, no tail cone, etc... If a heavy class DRIVER is found light after qualifying, they will be assigned with a NT 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.

If a tail cone falls off of a car during timing, the car will be able to continue timing (no yellow flag will be thrown). That car may have to "drive around the tail cone" and at the scales, they must make weight without the tail cone.

If during qualifying there should be any mechanical error in the timing system or in the case of transponder usage (a transponder not "reading"), the car on the track will be brought into the hot chute area while the problem is fixed. The car would not be allowed to be worked on or touched other than to fix a transponder. Once the problem is fixed, the next car in line will then go out and time followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm up laps and any remaining qualifying times.

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 in order of registration and then DNA also in order of registration. In the case of an identical qualifying time, 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 are any questions. There should be a sufficient number of copies of line ups for each race including one for All Race Officials (pit steward, race director and flagman) and one posted in a common place for participants. Additional timing options for local races are in the QMA rulebook, Page 42, Article 8, Section 4, #5Q.

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. Grand National and States Race Format - take 5 cars in seniors and 4 cars in juniors to each main and invert them with the fastest car to the rear. Continue making your mains in that format until your last main which would be filled with the remaining cars left being added straight up after the top 4 juniors or top 5 seniors are inverted. Common practice is all races are set up by inverting the fastest cars to the rear and slowest on the pole in all classes. When racing Grands Format, refer to the Grand National Format. Local event racing format and set up are at the clubs discretion.

The races should be numbered from the last consi, heat or main by class and ending with the A Main events. 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

Total 32 Races

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

REMINDER: If a heavy class DRIVER is found light after qualifying, they will be assigned with a NT 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 of 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 – Senior Honda, 160 Honda, Senior Super Stock, and all Mod, “B”, WF, “AA” and ½ classes will have a maximum of ten cars per race with eleven cars permitted for the lowest main. Jr Honda and Jr Super Stock classes will have a maximum of eight cars per race with nine permitted for the lowest main. (2/10)

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, date and time of 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 lap, do not try to fill it in immediately. Pick out the lead car and begin the next lap ASAP. Don't be too 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 – preferably RED.
- ❖ 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 in the habit of stopping your scoring right away. As long as you have the slash mark, you can continue to write #'s until all cars pass the line. NOTE: 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 decisions.

REMINDER:

All activities that occur during green, yellow and red flags must be documented. List all restart lineups 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 Charged Yellows in the upper right hand area of the sheet (or within your score sheet that the club uses). Use the number 1 – 0 plus X for alternate as the car #'s. Always watch for 3 Charged Yellows or 1 Flagrant Unsportsmanlike Conduct on any driver and notify your Head Scorer, who will confirm with the judges, as soon as any driver reaches maximum number of Charged Yellows.

As cars drop out for mechanical reasons, Charged Yellows 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. **NOTE: All laps count until the checkered flag is thrown.**

STARTS

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

The flag person or the judges have the option to put any car(s) to the rear that fail to keep proper pace. This is not considered a Charged Yellow.

The authority of the judges begins with the cars entering the track, and/or hot chute and ends when cars arrive at the scales. The judges may disqualify a driver at any time before, during, or after the race.

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 race track.

Cars stopping on the track before the initial green flag will retain their position, unless the judges assign a Charged Yellow.

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 THE INITIAL DOUBLE FILE GREEN!

Alternate Cars: Rule book Page 38, Article 8, Section 3, 4.D1 – If a car from the original line up is unable to line up on the initial start, the alternate car (X) will be sent out after line up is called for and start in the rear of the field. If a car from the original line up is sent out after the line up and is past the designated line on the track (nose over the line) before the original green flag falls, the driver may rejoin the line up at the rear of the field. In the case where a car from the original line up 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 Rule book Page 23, Article 5, Section 1, 1F and 1G. The alternate car will be removed from the line up and double file initial start will follow. The alternate car will return to the standby position until the initial green flag falls.

Rule book Page 38, Article 8, Section 3, 4.D2 – If a car from the original line-up is officially disqualified or scratched prior to warm up for any reason by the handler, the alternate car (X) will be allowed to enter the track and participate in the warm up. Cars not going through the safety check from the pit stewards prior to the start of warm up will not be allowed to enter the track and race. In order to be officially scratched, the handler **MUST** notify the Race Director or tower prior to warm-up.

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 Charged Yellows. 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, 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 below.

RE-ENTRY OF CARS AFTER YELLOW AND BEFORE COMPLETE 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.

Driver's Name	40	39	38	37	36	35		CHARGED YELLOW	DNF	DQ
1							1			
2							2			
3							3			
4							4			
5							5			
6							6	18		
7							7			
8							8			
9							9			
10							10	18		
X							X			

Restarts/Lap #	20	19	18	17	16	1	FINISH
18	9 7 8 4 2 3 1 6 0 5	9	9	9			1
	6&O went into work area	7	7	7			2
18	9 7 8 4 2 3 1 5 6 0	8	8	8/			3
		5	0				4
		0	5	6&O			5
		4	4				6
		3	2				7
		2	3				8
		1	1				9
		6	6				10
							X

Anytime a tail cone or other related body parts falls off a car, a yellow flag will be thrown and the car sent to the hot chute/designated area to put the tail cone or other related body parts back on. This car will receive a Charged Yellow unless the judges determine another car is 100 percent at fault for the tail cone/part coming off. If so, the offending car will receive a Charged Yellow and also sent to the back and the car that lost the part will not be assigned a Charged Yellow. All cars will resume racing as long as it is not their third Charged Yellow and they make it back out before the green flag. They will restart at the back of the line-up. If the tail cone or other related body parts fall off on the last lap of the race and the checkered flag has been thrown, they will be given a DNF regardless of how many Charged Yellows they have. The tail cone or other related body parts may be put back on to cross the scales.

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 restarts, 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 out late 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. Failure to fall to the end of the field before attempting to pass will result in an immediate DQ.

OUT LATE – NEXT LAP COMPLETED

Situation #2: Car with nose NOT past the designated out late 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 for #2: Car will not be allowed to return to the race and will be scored as a DNF.

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 for #3: Unless this car has three Charged Yellows, 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 out late 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 for #4: Car will not be allowed to return to the race on subsequent restarts and will be scored as a DNF.

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 out late 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 for #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 FLAGGER'S 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 a minimum of three scorers, preferably five, to score the races (local level 5 or 3 scorers); scorers should also note cars stopped on the track 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 23 9-7-8-5-0-4-3-2-1-6
 Lap 22 9-7-8-5-0-4-3-2-1
 Lap 21 9-7-(6)-8-5-0-4-3-2-1 <-circle car 6
 Lap 20 9-7-8-5-0-4-3-2-6-1
 Lap 19 9-7-8-5-0-4-3-2-1
 Lap 18 9-(6)-7-yellow flag (8 & 5 stopped on track)

The 6 car would have been circled for the second time in lap 18 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 19 and he is no longer lapped in lap 18. 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 19 your last completed/recorded lap. (This does not affect being lapped in lap 21). Assuming no driver was found to be 100 percent at fault your line up should 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 20 to create your new line up. You would re-start the races with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap and then you will resume racing on the next lap following that last COMPLETE LAP.

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

Lap 19 is completed, yellow is thrown, 8&5 are stopped on the track and no driver is found to be 100 percent at fault. 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.

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by stopping on the track or to be found 100 percent at fault), the lapped car will be brought to the rear and now becomes un-lapped for 1 (one) lap only.

EXAMPLE: Lap 19 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 stopped on the track and no driver is 100 percent at fault, the first step in recreating the new line-up would be 6-8-5-0-4-3-2-1-9-7 moving your cars stopped on the track 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 un-lapped in that lap only.
(Refer to example on next page)

Driver's Name	25	24	23	22	21	20		CHARGED YELLOW	DNF	DQ
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				7	22		
8	2	2	3				8			
9	1	1	2				9	22		
10	6						10			
X							X			

Lapped
car

Restarts/Lap #	FINISH
22 6850432197	1
22 8504321976	2
	3
	4
	5
	6
	7
	8
	9
	10
	X

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

- Cars still running.**
- Cars stopped on track but not at fault:** All in the positions they were running on the last completed lap, unless the car went into the work area. **NOTE: Cars stopped on track but not at fault only exists if a driver is found to be 100 percent at fault for the incident and is assigned a Charged Yellow.**
- Charged Cars:** A car assigned with 100 percent fault for the incident will be placed to the tail of the line-up. If 2 or more cars stop on the track and the judges did not assign 100 percent fault to one car they go to the rear in the order in which they were running in the last completed lap.
- Work area cars:** While you are getting your new line-up, cars that went to the work area, (if work rule is in affect), will be placed in the line-up **at the back** in the order 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 stops on the track during yellow flag conditions, the driver will retain their running order as of the last recorded green flag lap and will not be assigned a Charged Yellow unless the judges assign fault. If after a red and or yellow flag falls, but before the green drops, a car is pushed off and stops before they have completed one lap under power, the car will be put back in their running position and not be counted as stopped on the track.

EXAMPLE:

If two cars stop on the track under yellow and the judges assign fault to one of the cars, the car at fault goes to the rear or is DQ'd depending on the infraction. Then if a car comes out of the work area in time, it will go 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 fault is assigned 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.

STOPPED ON TRACK/CHARGED YELLOW

Before the first green: All cars stopping on the track before the start of the race will retain their starting positions, unless the judges determine one car is 100 percent at fault and is assigned a Charged Yellow.

Under green flag conditions: All cars stopping on the track will be restarted at the back of the pack. If 2 or more cars stop at the same time and no one is 100 percent at fault, they go to the rear in the order in which they were running on the last recorded lap and all cars are assigned a Charged Yellow.

EXCEPTION: Per Rule Book, Page 45, (11B). A car stopping on the track that is involved in an accident and the judges find one car 100 percent at fault, the not at fault car will retain their position as of the last green flag lap scored and will not receive a Charged Yellow

The offending car is scored with a CHARGED YELLOW.

Under yellow flag conditions: Any car(s) stopping on the track under the yellow will be restarted in the position they were running in the last completed lap. Remember that cars stopping on the track under yellow are recorded separately from cars stopping on the track under green and the cars are not assigned a Charged Yellow unless the judges make such an assignment.

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

1 Flagrant Unsportsmanlike Conduct: After a car receives 1 Flagrant Unsportsmanlike Conduct offense from the judges that the car is AUTOMATICALLY disqualified. This car# should not appear in the restart line-up.

If a car is disqualified 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 makes 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. Crossing the line means any part of the car that crosses over the line in anyway it crosses the line. i.e. front bumper, rear bumper, sideways, backwards, upside down, etc...

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 Charged Yellows 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 one car was 100 percent at fault and assigned a Charged Yellow then the car without the Charged Yellow will receive the better finishing position. Exception: if one of the cars attempts to rejoin the race, takes the green but goes out before the lap is completed that car will be scored ahead of the car that did not attempt to rejoin the field unless the judges assign a Charged Yellow.*

Disqualified (DQ) – In order in which they occurred, i.e. Flagrant Unsportsmanlike conduct, excessive biking scales, tech, loss of safety related equipment, etc.

Did Not Start (DNS) – If more than 1, order them by starting 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-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 stop on the track 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 Charged Yellow that is assigned because the car was 100 percent at fault on the checkered flag lap is an automatic DQ.

When the scorers have received a decision from the Lead 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 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 States Race Events, the QMA Qualifying Sheets (excel format) must be completely filled out. The qualifying sheets will then be sent electronically to the Regional Director who will then approve the qualifying records and forward it electronically to the QMA National Secretary at secretary@quartermidgets.org and to the National Office at memberservices@quartermidgets.org within five (5) days of the event. The host club will also mail a club check for sanction fees (see QMA rule book for set amounts per car) to the National Office. All of the above steps must be accomplished within five (5) days of the event and all checks should be made payable to QMA.

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 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 backup.

SPOTTER

During a sanctioned 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 stopped 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 stop under green and which under yellow. They are also, to mark down which cars are assigned a Charged Yellow. Write everything down – it is far better to write too much than not enough.

REFUELING RULE

For the AA and 1/2 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. **NOTE:** Per the 2007 National Short Sheet – All AA and Half races shall be given **NO MORE** than 2 fuel stops **AFTER** the initial green flag at any QMA sanctioned event (qualifier, States or Grands). 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 clock/lap counter, a person should be designated to control the equipment. This is the clubs responsibility to have a designated controller. If using the Official QMA Moscore Electronic Scoring System, the person designated to run the Moscore system will ensure the correct laps are being counted down by the computer.

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 preregistered 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 preregistration, 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 are being held, 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 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.

****OFFICIAL QMA RUNNING ORDER & NUMBERING SYSTEM****

JR NOVICE	GOLD	049 - 000
SR NOVICE	GOLD	099 - 050
JR HONDA	YELLOW	H299 – H100
SR HONDA	ORANGE	H499 – H300
HVY HONDA	SALMON	H699 – H500
JR SUPER STOCK	GREEN	199 - 100
SR SUPER STOCK	GREEN	299 - 200
LT MOD	BLUE	499 - 400
HVY MOD	BLUE	599 - 500
LT 160	LT. PURPLE	G299 – G100
HVY 160	DK. PURPLE	G499 – G300
LT B	TAN	699 - 600
HVY B	TAN	799 - 700
LT AA	PINK	849 - 800
HVY AA	PINK	899 - 850
JUNIOR HALF	TEAL	999 - 950
LT WORLD FORMULA	WHITE	W199-W100
HVY WORLD FORMULA	WHITE	W299-W200