

Baylands QMRA
2022 Racing Rules & Regulations

1.1 INTRODUCTION & PURPOSE

- 1.2 The intent of this document is to explicitly state the racing rules, regulations, and format under which the 2022 club races are conducted.
- 1.3 Sign-In Fee: \$30 per car per driver. Safety and sign-ins open at 7:30am and close at 8:30am.
- 1.4 **Fuel is subject to be tested anytime throughout race day.** Gas for all Baylands Events is **89 Octane** from the Speedway Gas Station, 6050 Monterey Rd. San Jose, CA. (At Bernal Rd)

2. NUMBER OF RACES

- 2.1 The series standings will be determined by the points earned in nine (9) of (10) ten races. If an event is canceled and cannot be made up at a rain date, the series will still have one throw out race (Best 8 of 9).
- 2.1.1 Only a FBF (Flagrant Black Flag) offense or Technical DQ will **NOT** be considered as an allowable throw-out for Year-end awards. FBF offenses are listed in Section 3.4.2, and will be based on judging calls and the severity of the action. FBF offense or technical DQ only applies to Heat races and Main Event races (i.e. does not apply to qualifying events).
- 2.1.2 In the event of rain, the following shall apply:
1. Race events affected by weather midway through the program will be considered a completed event if all divisions present have completed their heat races. In this case, only heat race points will be awarded to the driver's points total for this event.
 2. If a majority of the main events have been completed, the event will be considered complete and points will be awarded according to the point table to drivers in those divisions completing their main events. Drivers of divisions that did not complete a main event, will be each be awarded first place points provided they meet the requirement to establish a division

3. POINTS

- 3.1 **Sign In:** There will be five (5) points awarded per division to each Driver for sign-in for that division, provided that division, for that day, meets the legal definition of a division. Sign in points will be awarded to Drivers who DQ for any reason. All other point awards for any division are contingent upon that division meeting the definition of a minimum division (see Sec. 5).
- 3.2 **Qualifying:** Qualifying points will be awarded to the first five (5) fastest qualifiers in each class. The bonus point for new track records will only be awarded to the final new track record holder in a given class or division, at the end of Qualifying and passes technical inspection as defined in 3.3.1. The track record bonus point will be given regardless of the minimum # of cars signed in that day and it is exempt from Section 3.1

3.3

Qualifying Points	
New Track Record	1 Bonus Point
Fast Qualifier	5 Points
2 nd Fast Qualifier	4 Points
3 rd Fast Qualifier	3 Points
4 th Fast Qualifier	2 Points
5 th Fast Qualifier	1 Point

- 3.3.1 **New Track Record:** If a Driver breaks a current track record during their 2 qualifying laps, they must submit to a mandatory tear down (at the discretion of the club technical director) and weight confirmation. If the fastest qualifier does NOT pass tech inspection after the main event, or meet weight requirements immediately upon leaving the track after qualifying, and there is a second Driver that also broke the current track record, then the second-fastest Driver must submit to and pass inspections to be granted the record. This process may be extended to all Drivers that broke the standing record, until a car/Driver is found to pass both weight and technical inspection. This Driver will receive the official Track

Record, and the Bonus Qualifying Point. New track records are not official and will not be recorded unless weight confirmation and the Technical Director or his official representative has completed tear down, or an alternate appointed by the President.

- 3.4 If any of the top qualifiers do not make weight upon weighing immediately following qualifying, they receive a **“NO TIME”** and the remaining Drivers in that class move up one qualifying spot, and receive qualifying points and heat race position accordingly.

3.5 Racing Points: **BAYLANDS QUALIFYING & ONE HEAT FORMAT FOR CLUB RACE Total Possible Points = 61***

*(This total includes a possible Track Record Bonus point)

<u>Finish Position</u>	<u>Sign-In</u>	<u>Qual.</u>	<u>Heat</u>	<u>Semi</u>	<u>Main</u>
1 st Place	5	5	20	0	30
2 nd Place	5	4	19	0	28
3 rd Place	5	3	18	10	26
4 th Place	5	2	17	9	24
5 th Place	5	1	16	8	22
6 th Place	5		15	7	20
7 th Place	5		14	6	18
8 th Place	5		13	5	16
9 th Place	5		12	4	14
10 th Place	5		11	3	12
11 th Place	5		10	2	10

- 3.5.1 To qualify for racing points (Heat Race, Semi or Main Event), a Driver must report to and attempt to practice at the warm up for that race. To further clarify “Attempt to Practice”: A Driver must complete a minimum of one full lap under the cars own power. Drivers that attempt to warm up and complete at least one full lap under the car’s own power, but fail to make the start of a Heat, Semi or Main will receive last place racing points as a DNF (Did not Finish). If more than one car fails to start after having completed one full lap under power at the warm up, they will be awarded points in the order of the initial intended line-up.
- 3.5.2 Points will not be awarded to cars (Drivers) disqualified for immediate FBF offenses or driving/rule infractions, including: deliberate rough driving, cutting the infield, disobeying flags, signaling by Handler under green, unsafe driving, defensive driving, improper wearing of safety equipment, or making adjustments during a Red Flag. **Track Director** for each individual race will determine if the severity of the infraction is flagrant. Cars disqualified for three charge yellows or mechanical reasons (Liberating Parts or Fluids under Green Flag Conditions) will be considered a DNF and receive points based on the number of laps completed. All other current year **USAC.25** FBF rules and penalties apply to this section with regards to points
- Cars are subject to calls (flagrant or other) from the time they enter the track for practice/warm-up before a race to the time they reach scales.**
- 3.5.3 DNF points will be awarded on the basis of the number of laps completed. For example: in a race where eight cars initially take the green flag, if CAR-A completes 20 laps and then drops out for mechanical failure and CAR-B completes 26 laps and then drops out due to a crash, then CAR-A will receive 8th place points and CAR-B will receive 7th place points because CAR-B completed more laps.
- 3.5.4 DNS (Did not Start) and NS (No Show) cars will receive no racing points in the event for which they did not race. A DNS is defined as a car that fails to complete one lap under its own power before the start of the race.
- 3.5.5 **USAC.25** Series Races at Baylands are excluded from the club point series.

3.5.6 **Sign In Fees**

\$30 per class per driver. Novice and competitive classes are the same fee.

3.5.7 Cars must be safety checked and signed by Safety Director with the driver before Sign in.

3.5.8 Each family must sign up for a task during the race to ensure all positions are covered during and ensure that the race runs efficiently. Task assignments include: Flagger, Pit Stewart, Track Director, Scales, Scorekeeper, Lap counter **and Snack Shack**. Sign-up sheets will be available at sign ins and will be collected by the Secretary and/or treasurer. Race will not begin unless all positions have been filled. It is the member's duty to find replacement workers for positions they signed up for if they are absent for any reason as it affects the Race Day for other members.

3.5.9 **Parking Fees**

3.4.8.1 Parking fees to be determined by the Parking Director. Parking fees may vary, based on the fee schedule of the Santa Clara County parks Department.

4

AWARDS

4.1 Novices: The entire Novice Class will receive participation awards for each Main Event. For this reason, and because of the high rate of turnover, the Novice Class is excluded from receiving points towards year-end awards, including Annual Jackets or Trophies indicating year-end position.

4.2 Novices fall under the direction of the Regional Director.

4.3 Race Day Awards

Heats – Ribbons or dog tags for 1st

Main Events – 1st thru 3rd will receive trophy or other award selected by Board. Drivers that opt out of trophies will be eligible for a year end plaque and credits as determined by the Board. A driver must opt out of trophies prior to the start of the race season and can not change once the season has started. Members can purchase trophies at the current cost to the club.

Fast Time Certificates – For Qualifying races

Novices – Participation award for all drivers entered

4.4 Year End Awards: To be eligible for year-end awards, a Driver must have entered, qualified and attempted to race in a minimum of eight (8) Races in a given division (transferring Novices are granted an exception). That division must have met the requirements of a minimum division (see Section 5) at least five (5) or more times during the racing series. Non-members do not accrue year end points. **Drivers must have also met the minimum work requirements at track and in the snack bar, to receive any year-end award. Any associate members are eligible for year-end awards, and are required to complete the necessary work party & snack bar hours for the year. Year end participant awards may be purchased by those who have not raced the minimum number of races as long as the work party and snack shack hours are met**

WORK PARTY REQUIREMENTS: (8) hours to be completed between January 1, and June 30, and an additional (8) hours to be completed between July 1, and December 1, Additional hours earned in the first half will not be carried over to apply towards the second half obligation. Active Members must have a minimum of 8 hours per half totaling 16 hours for the year. Applicable hours for anyone under the age of 18 will be considered on an individual basis at the sole discretion of the Vice President or designee. Hours may be transferable to other families. Vice president must give pre-approval prior to work being done. The vice president may assign jobs and give hours to families for special projects as he/she sees fit. A \$250.00 **PER** half Cash/Check donation to be used for facility improvements will be accepted in lieu of hours worked. This is a flat donation amount and will not be prorated if prior hours have been completed. Associate members are exempt from Work Party Requirements above, so long as they are in current compliance with their home club's Work Party Requirements. Associate members are encouraged to participate as much as reasonably possible for this club's benefit and continuance. **ASSOCIATE MEMBERS MUST PARTICIPATE IN AT**

LEAST (2) OF THE PROMOTION DAYS/EVENTS HELD BY THE CLUB

SNACK BAR REQUIREMENTS: Two 4-hour shifts to be completed between January 1 and June 30, and an additional two 4-hour shifts to be completed between July 1, and December 1. Hours are not transferable between first and second half. Active Members must have a minimum of 8 hours per half totaling 16 hours for the year. Applicable hours for anyone under the age of 18 will be considered on an individual basis at the sole discretion of the Snack Bar Director or designee. Hours may be transferable to other

families. Snack Director must give pre-approval prior to work being done. The Snack Bar Director may assign jobs and give hours to families for special projects as he/she sees fit.

Tower Director and Points Director are exempt from Snack Bar Requirements.

Scorekeepers who score more than 8 heat or main event races in one day will get credited 2 hours of snack bar hours for that race day

There will be no exceptions to the above stated Work Party and Snack Bar Work Requirements. All snack bar and work party hours in excess of your required amount may be transferred between families.

4.4.1. Champion: At the end of the racing season the overall point leader in each class will receive a Baylands racing jacket suitably embroidered, and a plaque acknowledging their finish position. The remainder of the division (except for the Novice division) will receive awards based on their point totals, provided they have raced the minimum number of races required and completed Track and Snack Bar Work Requirements to be eligible for awards. Drivers winning multiple championships will receive one jacket per class, with any excess cost due to jacket size (i.e. for an adult) or additional embroidery to be paid by the champion and not borne by the club. In other words, the club will pay for one jacket per driver, per class.

4.4.1 Championship Tie Breakers: In the event of a tie within any class or class division for the overall points championship of the 2022 Baylands Club racing season, the tie will be broken in the following order:

- 1st Consideration -- Greatest Number of First Place Main Event Wins
- 2nd Consideration -- Greatest Number of First Place Heat Race Wins
- 3rd Consideration -- Greatest Number of New Track Records
- 4th Consideration -- Greatest Number of Fastest Qualifier

4.4.3. Rookie of the Year:

4.4.3.1 Eligibility:

In order to be eligible to run for Rookie of the Year, a driver must:

1. NOT have ran a competitive class at any event prior to the start of the club series.
2. Must run **1 Novice** race in the Club series
3. Driver must compete in a **minimum of 5 competitive** division races in the club series, in the Honda division only.

Winners of the award will be determined by points total of 5 races. If a driver races only 5 races the total points will be the total of those 5 races, if a driver races more than 5 races the total of points will be based on the best 5 race points. The driver with highest points will be the winner. There will be 1 Jr. Honda and 1 Sr. Honda Rookie of the Year.

In the event that there is no eligible Jr. Honda rookie and there is an eligible Jr. Stock rookie the award will be given to the eligible Jr. Stock driver. In the event that there is no eligible Sr. Honda rookie and there are eligible rookies in Heavy Honda or Sr. Stock, the award will be given to the highest ranked rookie in the division with the most rookies.

In the event that both classes have the same number of rookies the award will be given to the Honda class rookie. To be eligible, the rookie driver must end the previous year as a novice or moved up during the year.

It will be the responsibility of the handlers to notify the Club Tower Director of eligibility for the Series Rookie.

4.4.4. Most Improved Driver Award:

There will 2 awards (1-Jr. and 1 Sr.) for the most improved driver in any class as voted on by the Novice Advancement Committee (all drivers are eligible). This will be called the Most Improved Driver Award.

Novice Advancement Committee for the Baylands Club Series consists of: Club President, Track Director, Tech Director, Safety Director, and Training Director.

5 **MINIMUM ENTRIES REQUIRED FOR DIVISION**

5.1 One or more cars are required in any given division in order for that division to qualify for points awards. Two or more cars are required in any given division for that division to get racing points.

5.1.1 To further clarify, if only one car signs into a given division, then that car will qualify for sign-in points. Two or more cars are required to sign-in and attempt to qualify for either car to receive qualifying or racing points.

5.2 Divisions with only one Driver signing up may run in all events for the day, and will be combined when appropriate, however one car classes are running for sign-in points only. No racing points will be awarded to participants of divisions with less than two entries.

5.3 The Track Record Bonus point is excluded from these requirements in Section 5

6 **COMBINED DIVISIONS**

6.1 **Combining:** Sub-divisions (i.e.: Light and Heavy) of four or fewer cars may be combined with the other sub-divisions up to the point where a combined division would result in no more than ten cars per event. For example, if four or less lights sign in, then they may be combined with any number of heavies up to six, to make a combined division of no more than eleven (11) cars. The decision to combine divisions must be approved by the majority of the Handlers in the two sub-divisions involved.

6.2 **Scoring:** When divisions are combined, each sub-division will be scored separately even though run together, provided each of the sub division has at least two entries. Each sub division will receive separately determined qualifying, heat race and main event points, i.e.: the finishing position of cars not in a Drivers sub-division will be disregarded when calculating points or trophy placement.

6.3 **Line Up:** Whenever a Light/Heavy group is combined for the race day, the heat race lineup will be determined by the qualifying times for each sub-division, with the Heavy or Senior sub-division(s) being lined up in front of the Light or Junior sub-division(s). The main event line up will be inverted from the heat race finish, again with the Heavy or Senior sub-division(s) being lined up in the front. Lineups are further detailed in Section 9.4 - Racing Format.

7 **LATE SIGN-IN'S**

7.1 A late sign-in car is a car and/or Driver who attempts to sign in to any division after that division has finished qualifying. A given division is considered to have finished qualifying when the following division takes the track for warm up of its qualifying round.

7.2 Cars and Drivers may sign in to an open division any time during the day, up to the point where that car's division begins its Main Event, provided they have passed safety inspection. An open division is one in which there are less than eleven cars already signed in at the time the late sign in arrives
Late sign-ins will NOT be accepted if doing so would result in a division with more than eleven

7.3 After qualifying and line-ups for the target divisions have been posted, late sign-ins will still be accepted under the terms above, provided that adding the late sign-in to that division will never alter or change already posted line-ups.

7.4 Late sign-ins arriving after that division has finished qualifying will not be allowed any make-up qualifying attempts.

7.5 All late sign-ins will start in the back of their respected Heat Races (Main Event, if Heat is missed or not scheduled), in order in sign-ins.

8 **REFUNDS**

8.1 Requests for refunds of sign-in fees will only be honored for divisions in which the Driver did not attempt to qualify. The only exception being in a situation where a car left stranded in a one car division because all other entries have irreparably crashed or suffered mechanical failure provided the division in question had two or more entries at the start of qualifying.

9 RACING FORMAT

TIMES

QUALIFYING & ONE HEAT FORMAT FOR CLUB RACE

7:30 AM – 8:30 AM	Safety and Sign In
8:30 AM	Pit Meeting
9:00 AM	Practice – followed immediately by Qualifying
Races – Tech – Track Clean up – Trophies	

9.1 Qualifying

9.1.1 Qualifying and Points:

1702 Qualification Procedures

Practice and qualifying will be determined by pill draw (low to high). If a car is unable to time for any reason in the proper order, they will be awarded a no time.

Specifics will be covered in the entry form and/or at the driver's meeting. Clubs may deviate from these specifications, but need to notify National Office in writing at beginning of each season.

All qualifications will be held in accordance with the current USAC .25 Midget Rule Book and the Official Entry for the event with the following additions and exceptions.

1. Qualifying will be done as follows: 3 warm up and 2 timed laps. If a car does not leave track after checkered, the black flag is displayed for driver to leave the track.
2. Handler should only enter track in order to restart a stopped car. No work other than turning on of fuel allowed. Remaining laps will be allowed to be completed for time. No additional laps will be given.
3. If a car breaks or leaves the track before all laps are completed, the fastest completed lap will be the qualifying time. If no laps were completed, then the car will take a "no time". They will not be able to re-qualify.
4. If two cars have identical times, the second fastest lap will be used as a tie breaker.
5. Driver qualifying the car will be the only one eligible to drive it in the event for which it qualified. The car that is used for qualification must be the same one used for the race.
6. A driver may only be signed in one time per class or division. NO double sign in. There is no exception to this rule.
7. Only one driver may qualify in any one car in the same division. (Example: One lightweight and another driver a heavyweight could qualify in the same car in the 160 class, however, two lightweights could not qualify in the same 160 car.

Changes to Qualifying:

2701 - Qualifying (if applicable), Heat Races and Mains

1. When qualifying, heat races and/or mains begins there shall be a minimum of three (3) scorekeepers in the tower.
2. All entries on the qualifying/score sheets will be done in ink.
3. For qualifying, when the car enters the track they will be given three (3) warm up laps, then two (2) qualifying laps. The times will be written down on the qualifying sheet and/or time cards and confirmed amongst the scorekeepers.
4. For qualifying, after each car has qualified, the announcer may announce the times over the PA system. It is recommended that as qualifying takes place, the time cards be kept in order from fastest to slow-est.
5. For qualifying, If a car does not take a green flag for qualifying they will receive a no time (NT). Noting as such on the qualifying sheet and the car will be lined up at the back of the racing field. In the event there are two or more NT, the cars should be lined up according to their pill draw or qualifying order, whichever applies at the event.
6. For qualifying, any irregularities or issues with the timing system will be noted on the qualifying sheet / time card.

2022 USAC NATIONAL .25 MIDGET RULE BOOK 43 7. For qualifying, if a heavy class driver is found to be less than 100 lbs after

qualifying, they will be assigned with a no time and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If there is not a LIGHT DIVISION of the same class, the Race Director will have final authority where

to place the car into a different class, in the last spot of the last heat or main, whichever applies.

8. For qualifying, heats or mains, If a CAR is found to be LIGHT or is disqualified after qualifying, heat or main, it will be given a DQ and placed in the last qualifying spot of its class/division. If qualifying or heat race, the weight or other infraction must be corrected prior to racing. If DQ occurs in main, car will be scored as a DQ for final results.
9. For qualifying, if there is any mechanical error in the timing system or a transponder not "reading" the car on the track will be brought into the hot chute area while the problem is being fixed. The car would not be allowed to be worked on or touched other than to fix the transponder. Once the problem is fixed, the next two (2) cars in line will go out, 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.
10. Once qualifying is completed, qualifying sheets/time cards will be placed in the proper order as follows: qualified cars (fastest to slowest), no time (NT) in order of pill draw at registration, DQ in order of pill draw at registration and then DNA in order of pill draw at registration. Denote on the line-up sheet any track records, DQ, or NT. 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. Denote on the line-up sheet both times. In the case of identical qualifying first and second lap, cars will be lined up according to pill draw at registration (lowest to highest).
11. If an engine change takes place before heats begin there is no penalty. If an engine change takes place after heats, then the driver will start at the tail of the lower main they have qualified for. If an engine change takes place after lower mains begin and/ or if the change takes place prior to an A main the driver has qualified for, the driver will start at the tail of the race he/she has qualified

for.

Race Lengths:

Lap Counts by Class/Division, USAC running order – (Optional for Local Events)

		PAVEMENT			DI RT		
CLASS	DIVISION	HEATS	LOWER MAINS	A-MAIN	HEAT S	LOWER MAINS	A-MAIN
Rookie	Junior & Sr	10	15	20	8	10	15
Honda	Junior	15	20	30	10	15	25
Honda	Senior	20	25	40	15	20	30
Honda	Heavy	20	25	40	15	20	30
Animal	Junior	15	20	30	10	15	25
Animal	Senior	20	25	40	15	20	30
Animal	Unrestricted	20	25	40	15	20	30
Modified	Light	20	25	40	15	20	30

Honda 160	Junior	15	20	30	10	15	25
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Honda 160	Light & Heavy	20	25	40	15	20	30
WF	Light & Heavy	20	25	40	15	20	30

9.1 Lineups

LINE UP PROCESS Section 1708: line 9

9. During the line up process if cars fail to keep a proper pace or continually jump-start the green, a rolled black flag as a warning. Car(s) that still do not keep proper pace or other infractions may be sent to the back of the line up.

Flagger must maintain control and remain consistent. Once the race begins (First official scored lap) no other cars including the alternate car can enter the race. (See Section 1713-9). During the initial lineup and before the green flag falls, cars that stop on the track will be put back in their original position unless there is a disqualification or penalty. Cars will not be allowed to accelerate until the “gas it up” line, which will be between turns 3 and 4. Green flag will not be thrown until the front car(s) have reached turn four at earliest. Track size, banking and turn configurations may determine different pickup and racing points. These determinations should be based upon the need to maintain fair racing without the leader needing to make drastic racing moves to protect his position as the field accelerates to start or restart a race. The method used for National restarts will be, to paint a spot or mark midway on the straight, in the vicinity of the start/finish line, between turns four and one, about two-thirds of the track width from the bottom of the track, and requiring all cars to maintain position single file, nose to tail until past this spot. All 4 tires must stay above dot or line and nose to tail until past this point. Penalties for dropping below the dot, line or not staying nose to tail should be defined as follows: i.e.: yellow flag

the restart and the offending car is penalized two (2) positions, or if a car can NOT go back two (2) positions then they are assessed a strike and sent to the tail. This type of restart has eliminated cars from chopping down on the track coming off turn four to protect their position and then causing incidents in turn one as several cars enter the turn from different racing lines. The preferred restart mark is a 9”-12” diameter solid painted dot or a 4” wide x 24” long painted line in an easily seen contrasting color to the color of the pavement or dirt surface. If a car creates a disturbance in the line, causing the following cars to hit the dot/line while avoiding the car, a yellow will be displayed and no cars penalized.

9.1.1 Heat Races and Main Events:

2702 - Setting Up Heat and Main Races

9.1.2 After qualifying or heat races are complete in each class, scorers should prepare to set up races

9.1.3 Setup Mains based on Qualifying:

9.1.4 Setup mains using Heat Race points and qualifying

9.1.5 **How to setup Heat Races:**

9.1.6 Setup heat races based on pill draw. If more than 8 cars, place the lowest pill draw in the first heat, next pill draw in the next heat and so on.

9.1.7 Heat Race: Max of 8 cars in a heat race with the exception of selected events approved by the .25 Midget Series Director.

9.1.8 **Example: 30 cars in a class.** Max of 8 cars in a heat race. Lowest pill draw will start P1 in Heat 1. Highest pill draw will start P8 in Heat 2. Note: If more than 8 cars, create an additional heat.

9.1.9 **Heat 1 Heat 2 Heat 3 Heat 4** P1: Pill draw 1 P1: Pill draw 2 P1: Pill draw 3 P1: Pill draw 4 P2: Pill draw 5 P2: Pill draw 6 P2: Pill draw 7 P2: Pill draw 8 P3: Pill draw 9 P3: Pill draw 10 P3: Pill draw 11 P3: Pill draw 12 P4: Pill draw 13 P4: Pill draw 14 P4: Pill draw 15 P4: Pill draw 16 P5: Pill draw 17 P5: Pill draw 18 P5: Pill draw 19 P5: Pill draw 20 P6: Pill draw 21 P6: Pill draw 22 P6: Pill draw 23 P6: Pill draw 24 P7: Pill draw 25 P7: Pill draw 26 P7: Pill draw 27 P7: Pill draw 28 P8: Pill draw 29 P8: Pill draw 30

9.1.10 **Example: 13 cars in class.** Max of 8 cars in a heat race. Lowest pill draw start P1 in Heat 1. Highest pill draw will start P7 in Heat 1.

9.1.11 **Heat 1 Heat 2**

9.1.12 P1: Pill draw 1 P1: Pill draw 2

9.1.13 P2: Pill draw 3 P2: Pill draw 4

9.1.14 P3: Pill draw 5 P3: Pill draw 6

9.1.15 P4: Pill draw 7 P4: Pill draw 8

9.1.16 P5: Pill draw 9 P5: Pill draw 10 P6: Pill draw 11 P6: Pill draw 12 P7: Pill draw 13

9.1.17 • **Mains:** The Rookie classes (Red and Blue), can only have a maximum of 8 cars per race. At local events you may choose to put less cars in the mains (races). For example, 10 cars for Seniors and Juniors and 6 cars for Rookies.

9.1.18 At local events, divisions may be combined. For example, Light & Heavy divisions may be run together as long as the Light cars are started in the front and the Heavy cars to the rear. Light & Heavy cars are separated on the score sheets to determine the finish of both divisions separated.

9.1.19 **How to setup Mains based on Heat Races:** To figure out how many mains (races) there will be by using Table 1 below.

9.1.20 **If total of 12 cars in class- 1-12 CAR CLASS COUNT (1 or 2 Heat, top 12 to Feature)** If more than 12 cars in class:

9.1.21 **13-16 CAR CLASS COUNT (2 Heats, top 6 in points to A Main; 1 lower main, transfer 4)**

9.1.22 Top three of each main will go to impound. There will be a random draw for divisions to be checked at the end of the race day. Cars leaving the impound area without being released by the Technical Director or refusing tech will lose all points for the event.

9.2 **Semi Main Races:** In the event that any division has more than a full field entered, (11 for Seniors and 11 for Juniors) the following Semi Main procedures will apply. NOTE: Novice divisions will not run a semi race. All novice drivers will race in the main event and will remain in the same racing group as their heat race.

9.2.1 After qualifying, the division that is more than a full field, will be broken into 2, 3 or more groups based on their qualifying times; i.e.: group one will consist of the 1st, 3rd, 5th, etc... fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc... qualifiers. The groups will line up and race the Heat Race as if they were separate divisions, according to Heat Race lineup rules, fastest qualifier in each group to the rear.

9.2.2 All Semi Main Event lineups will be straight up, with the high points to the front. In the event of a tie in accrued event points, the Driver with the fastest qualifying time will line up ahead of the slower qualifying Driver.

9.2.3 Two cars will transfer from the Semi to the Main Event and will line up behind the cars previously qualified for the Main Event. The transferring cars will receive no Semi Main Event racing points based on the racing table.

9.2.4 There will be no semi for Novices. If more than a full field of Novices, they will be broken into 2 or more groups after qualifying and run separate heats and main events as if they were two separate divisions.

10 **DIVISION TRANSFERS**

10.1 **Transfer involving points** to be transferred will not be allowed unless there are at least two races remaining in a given set or series. This includes Juniors to Seniors, Light to Heavy, etc.. A Driver may elect to transfer up at (8) years old provided they will turn 9 before the end of the calendar year. Once transferred, they must remain in the Senior division the remainder of the season.

10.2 **Transfers from one division to another** will be allowed throughout the season. No points will be transferred outside of the class i.e.: a Driver going from Stock to Mod, Mod to B, B to AA etc. will not transfer any previously earned points.

10.3 **Transfers from Light to Heavy** will be allowed, however there will be no reverse transfers within the season. Drivers going from Light to Heavy must run Heavy for the remainder of the season.

11 **WEIGHT RULE**

11.1 There will be no relaxation of the **USAC.25** weight rules.

12. **Judging Rule:**

We will run with no judges. On race day, the Race Director will make calls if there is flagrant driving. There can be an assistant Race Director and the flagger may also make calls on flagrant driving. Following USAC Rule 1704

13.

Race Director –In charge of the overall running of the event; Approved by National Director for National and Regional events; Must be experienced, well-versed in all USAC racing rules and regulations; Makes any DQ determinations if needed, including flagrant calls; May consult with other officials if needed to make determinations; Approves of all other officials; Clubs have the option of using judges.

14. **Tire Rule:** For the length of the 2022 season Baylands racers will run the set of tires that you qualify with. Lower mains may be run with another set but the mains must be run with the same set of tires you qualified with. When your car comes off the track after qualifying, your tires will be marked when leaving the scale house. **This rule could change as tires become available.

15. WORK RULE/HANDLERS

15.1 Work Rule: All handlers and drivers will observe the **USAC.25** Work Rule, as written in the official rules (no club may overrule).

15.2 Two Handlers per car may be in the hot chute, and up to four Handlers may work on any one car in the hot chute area. You may have help in the hot chute during the race, but it **MUST** come from other handlers with drivers currently on the track.

16 TECHNICAL INSPECTION & PROTESTS

16.1 Divisions to be teched will be chosen by random drawing or at the discretion of the Technical Director or his designee.

16.2 Honda engines will NOT be claimed in accordance with **USAC.25** claim rules.

16.3 Videotape will not be used to consider any protest.

16.4 The Vice President shall act as the Race Director for the purpose and function as outlined in the **USAC.25** Procedure Manual

12 Code of Conduct: Participant Conduct

12.1 **USAC Members, families and handlers at USAC-sanctioned events are expected to conduct themselves in a professional and non-disruptive manner at all times.**

12.2 **Any USAC Members, family or handler who while at a USAC-sanctioned**

12.3 **event that:** • Uses vulgar or derogatory language

12.4 • Verbally or physically threatens or assaults another participant, official or other person • Engages in unsportsmanlike conduct or conduct detrimental to the sport • Destruction of racing facility

12.5 • Or otherwise creates a condition or circumstance which is unsafe, unfair

12.6 or out of order

12.7 Shall have violated the rules and regulations of USAC and may be penalized by the local club, regional series and/or USAC Director accordingly. A penalty may include but is not limited to probation, disqualification, suspension, expulsion and/or fines. These penalties

12.8 are not open to appeal.

12.9 USAC and USAC.25 strive to maintain the safety and integrity of the sanctioning body, series and its events. The use of illegal drugs, the improper use of alcohol and at times the proper use of certain medications may create safety risks to our members, clubs, officials and spectators. This conduct cannot be permitted by USAC and USAC.25. Under age drinking and under age smoking (including vaping) is strictly prohibited at all USAC.25-sanctioned events.

12.10 USAC and USAC.25 has established a Substance Abuse Policy and may from time to time conduct tests for drugs and alcohol that may adversely affect a person during the course of any USAC.25-sanctioned event.

12.11 Any violation of this policy or refusal to submit to testing, searches or inspections as requested by USAC.25 may result in the immediate termination of membership and loss of

the right to compete in any USAC.25-sanctioned event for a to-be-determined period of time.

12.12 **Prohibited Substances:**

- 12.13 Includes, but not limited to illegal drugs such as marijuana, cocaine and hallucinogens. For these rules, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law allowing use of a substance.

