



Baylands QMRA
2026 Racing Rules & Regulations

1. INTRODUCTION & PURPOSE

1.1. The **intent** of this document is to explicitly state the racing rules, regulations, and format under which the **2026** club races are conducted.

1.2. **Sign-In Fee: \$40.00 per car per driver. Novice and Competitive classes are the same fee.** 1.3.

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 **87 Octane** from the **Speedway Gas Station**, 6050 Monterey Rd. San Jose, CA. (At Bernal Rd)

2. NUMBER OF RACES

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. 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).

3. In the event of rain, the following shall apply:

3.1. 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.

3.2. 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 bonus point will not be awarded to a driver establishing a track record in a class that has an open track record. 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	
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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 3 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)

Finish Position	Sign-In	Qual.	Heat	Semi	Main
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
12 th Place	5		9	1	8

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. Judges 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/Nascar Youth 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. Baylands Club Championship Series races cannot be combined with any other series race.

4. Sign In Fees

4.1. \$40.00 per car per driver. Novice and Competitive classes are the same fee.

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

4.1.2. All motor sealing will be done during sign-in by the Tech Director or an individual of their choosing at the tech shed prior to qualifying or first heat race (for events without qualifying). In the event of a late sign-in or a car that had to break a seal prior to Qualifying or First Heat Race (events without qualifying) it is the handler's responsibility to have the motor sealed prior to leaving the scales. Failure to do so will result in a DQ for that event class (i.e. heat and main event).

4.1.3. Prior to Sign-In or Pill Draw, each family must sign up for a task during the race to ensure all positions are covered to 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-in and will be collected by the Secretary and/or Treasurer. Race will not begin unless all positions have been filled. Unfilled positions may be assigned to members. It is the member's duty to find replacement workers for positions they signed up for or were assigned to if they are absent for any reason as it affects the Race Day for other members.

5. Parking Fees

5.1. 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.

6. AWARDS

6.1. **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.

6.2. Novices fall under the direction of the club Novice Advancement Committee as defined by the Bylaws.

6.3. 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't change once the season has started. Members can purchase trophies at the current cost to the club.
- **Fast Time Certificates** – For qualifying races

- **Track Record Certificates** – For Breaking or Establishing a record

- **Novices** – Participation award for all drivers entered

6.4. **Year End Awards:** To be eligible for year-end awards, a Driver must have entered, qualified and attempted to race in a minimum of seven (7) of the ten (10) Races in a given division (transferring Novices are granted an exception). That division must have met the requirements of a minimum division (see Section 7) at least five (5) or more times during the racing series. Non-Baylands 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. Associate members are eligible for year-end awards. 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.

There will be a total of 32 club service hours required per season divided between work party and snack bar as described below for Racing Families with Full Memberships. Lifetime and Alternate Handler are exempt from service hours. Associate members are exempt from service hour requirements, so long as they are in current compliance with their home club's Work Party Requirements. Lifetime, Alternate Handler and Associate members are encouraged to participate as much as reasonably possible for this club's benefit and continuance.

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 whichever comes first between the banquet or December 31, Additional hours earned in the first half will not be carried over to apply towards the second half obligation. You 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 with approval. The vice president must give pre approval prior to work being done if outside of a normal scheduled work party. The vice president may assign jobs and give hours to families for special projects as he/she sees fit.

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 Last Race of the Season. Hours are not transferable between the first and second half. Families 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 with approval. The Snack Bar Director may assign jobs and give hours to families for special projects as he/she sees fit. The Snack Director must give pre-approval prior to work being done outside of a normal club event. Time spent doing repairs or maintenance to the snack bar or deck will count toward snack bar hours. 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. The tower director will be required to notify the Snack Bar Director of these hours. Tower Director and Points Director are exempt from Snack Bar Requirements.

There will be no exceptions to the above stated Work Party and Snack Bar Work Requirements.

Families who have not completed their minimum work requirements at the track or snack bar, in lieu of hours completed, can pay a fee of \$150 per incompleteness per half year (e.g. If work hours are met but snack shack hours are not, fee is \$150. If both are not met, fee is \$300). This is a flat donation amount and will not be prorated if prior hours have been completed.

6.4.1. **Champion:** At the end of the racing season the overall point leader in each class will receive a Baylands Championship 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.

6.4.2. Championship Tie Breakers: In the event of a tie within any class or **class** division for the overall points championship of the 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

6.4.3. Rookie of the Year

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 point's 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 / Jr. 160 rookie the award will be given to the eligible Jr. Stock / Jr. 160 diver. In the event that there is no eligible Sr. Honda rookie and there are eligible rookies in Heavy Honda, the award will be given to the highest ranked rookie in that division.

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

6.4.4. Most Improved Driver Award:

There will be 2 awards (1-Jr. and 1 Sr.) for the most improved driver and sportsman of the year in any class as voted on by the Novice Advancement Committee (all drivers are eligible). This will be called the Most Improved Driver Award and the Sportsman of the Year Award. Novice Advancement Committee for the Baylands Club Series consists of: Club President, Track Director, Tech Director, Safety Director, and Training Director.

7. MINIMUM ENTRIES REQUIRED FOR DIVISION

7.1. 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.

7.1.1. 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.

7.2. **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.

7.3. The **Track Record Bonus** point is excluded from these requirements in **Section 7**.

8. COMBINED DIVISIONS

8.1. **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 twelve (12) cars per event. For example, if four or less lights sign in, then they may be combined with any number of heavies up to eight (8), to make a combined division of no more than twelve (12) cars. The decision to combine divisions must be approved by the majority of the Handlers in the two sub divisions involved.

8.2. **Scoring:** When divisions are combined, each sub-division will be scored separately even though they 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.

8.3. **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 behind the Light or Junior sub-division(s). The main event line up will be again with the Heavy or Senior sub-division(s) being lined up behind the Light or Junior sub-division(s) per main event line-up procedures.

9. LATE SIGN-IN'S

9.1. 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.

9.2. 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 twelve (12) 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 twelve (12).

9.3. 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.

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

9.5. 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 of sign-ins.

10. REFUNDS

10.1. 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.

10.2. Requests for refunds of sign-in fees will be honored for events that are cancelled by the club. Refunds will be issued only by request. If no refund is requested, a credit that can be applied to the entry fee of

a future race will be issued. This applies to club race events only and not other series hosted at Baylands.

11. RACING FORMAT

**Saturday Race Only Format:
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 Controlled Practice – followed immediately by
Qualifying, Races, Tech, Track Clean up, and
Trophies

**Double Header Weekend Format:
QUALIFYING & ONE HEAT FORMAT FOR CLUB RACE**

Saturday
7:30 AM – 8:30 AM Safety and Sign In
8:30 AM Pit Meeting
9:00 AM Controlled Practice – followed immediately by
Qualifying, Races, Tech, Track Clean up, and
Trophies
Practice is allowed after race day is complete on Saturday.

Sunday
7:30 AM - 8:45 AM Open Practice
8:45 AM Pit Meeting
9:00 AM Controlled Rookie Only Practice - followed immediately by
Qualifying, Races, Tech, Track Clean up, and
Trophies.

12. Race Day

12.1. Pill Draw for Qualifying Order

12.2. Sign in will be based on pill draw to determine qualifying order. Qualifying will start with lowest pill draw in ascending order. (Lowest Number Starts Qualifying First)

12.3. Hot Laps/Warm Up: There will be one round of hot lap practice. Novice Class - 5 cars for 3 minutes

All Others – 7 cars for 3 minutes

Divisions with more than seven (7) cars (five for Novices) will be split into two (or more) practice sessions. All hot laps/warm ups will be run straight through each class and then go to qualifying. Practice length may be changed based on car count. Practice time will start once all cars in the set are on the track and the flagger signals that time should start.

12.3.1. All divisions will run their round of hot lap practice consecutively in race order. If a driver is not ready when their division is called for their hot lap practice will lose their chance to practice.

12.3.2. Qualifying will begin in paper number order. Cars not appearing to qualify in the posted order will receive a no time.

12.3.3. Drivers will be given a maximum of five (5) laps warm up and three (3) laps on the clock. Handler may call for time to start at any point in the warm up laps. The Driver or Handler may elect to wave-off one or all of the warm-up laps.

12.3.4. All qualifying attempts will be back to back only. If you fail to qualify, you will receive a NO TIME. There will be NO make up qualifying for any reason.

12.3.5. In the event of a clock or transponder missing or malfunction, the car/driver will exit the track after receiving signal from the flagging official. The car will pull into a work box to try and resolve the issue. No working on the car other than changing a transponder. The next car staged to qualify will go out. The car that had to pull off the track will be the next out to qualify. The car coming back out will get all of its warm-up laps again.

12.3.6. Only one number placed on the front of the car is needed for qualifying. If other numbers are posted they must match the front number. Numbers are not to be placed over the previous posted number.

12.4. Race Lengths (Qualifying/Single Heat Race Format):

Qualifying 5 warmup / 3 on clock

Heat Races 20 Laps – All Classes

Lower Mains- Competitive Classes

(B and downward) 25- Laps

Main Events 25 Laps – Novices (20 Laps if 3 or less cars)

30 Laps – Junior

40 Laps – All Other Classes (25 Laps if 3 or less cars)

12.5. Starting the Race

12.5.1. During all races, as soon as all cars making the call are on the track, the starter will commence five green flag hot laps (10 hot laps for AA and Half Midgets) to warm up the engine and tires. At the end of the designated hot laps the starter will re-display the yellow flag, call for lineup, and will display the green flag per the current USAC/Nascar Youth Flagging Procedure.

12.5.2. Any cars in the pits, or who have not crossed the designated start line when the starter calls for lineup, will lineup at the back in the order they return to the track.

12.5.3. Flagging will be conducted per the current USAC/Nascar Youth Flagging Procedure Manual.

12.5.4. The Tower will assign a spotter to begin counting laps for the AA / Modified World Formula / Half divisions from the time the lineup signal is given (in accordance with National scoring procedures). All laps, both green and yellow must be counted from the time the lineup signal is given, until they have reached 100 total laps. The spotter notifies the Head Scorer when 100 laps have been achieved and the cars are then eligible to refuel at the next yellow or red flag. If they are under yellow flag when the 100th lap occurs, the spotter will report to the Head Scorer that there is a need for a red flag to refuel immediately.

12.6. Lineups

Heat Races: Will line up in inverse order from qualifying, i.e.: Fast Qualifier to the back, then any DNQ. Novice classes will be lined up using this same method and then broken into two (2) or more groups. I.e.: if there are 11 Novice Drivers, they are first lined up in inverse order from qualifying. They are then split into two (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. This was implemented so that there will not be a semi for Novice Drivers.

12.6.1. **Main Events:** Mains will be set with 8 cars based on points received for that day. The top 5 for all classes will be lined up high points to the back and low to the front (for example: the driver with the most points for that day will start in the 5th for all classes while the driver who is 5th in points for all other classes would start on the pole –I.E. Top 5 in points inverted for the main). The remaining cars will be straight up. Cars that DNF, DNS, NS, or are Disqualified in the Heat will line up at the back, in this order. If more than one car DNS, or NS for the Heat, then those two (or more) cars will lineup in order of qualifying, with the advantage given to the car that was the fastest qualifier, DNS before NS. If more than one car was disqualified in the Heat, then the two (or more) cars will lineup in order that they went out of the Heat Race with the most laps completed getting the advantage. In the event of a points tie when determining Main Event Lineup the following will apply- Top 5 Inverted Lineup= Car with Lowest Pill pick gets highest inversion position (ie farther back in the Lineup), Lineup Positions 6-11= Car with Lowest Pill pick number gets highest starting position (ie. Farther up in the Lineup)

12.7. Heat Races

12.7.1. Will line up in inverse order from qualifying, i.e.: Fast Qualifier to the back, then any DNQ. Novice divisions will be lined up using this same method. If there are only 10 drivers signed in for the junior and senior divisions, all 10 will race in the same heat race, 11 or more will be divided into two groups, or the amount of groups needed to accommodate for all the drivers in that division. If there are 8 drivers signed in for Novice divisions, all 8 will race together, more than 8 will be divided into two groups, or the amount of groups needed to accommodate for all the drivers in that division. They are first lined up in inverse order from qualifying. If there are 2 or more groups for the same division, they are then split. i.e.: group one will consist of the 1st, 3rd, 5th, etc...fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc...fastest qualifiers.

12.7.2. 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.

12.8. **Semi Main Races:** In the event that any division has more than a full field entered, (12 for Seniors and 12 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.

12.8.1. 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.

12.8.2. 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.

12.8.3. 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.

12.8.4. 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.

13. DIVISION TRANSFERS

- 13.1. **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. A driver will carry their points within one point of the lowest points driver with equal amount of races.
- 13.2. **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.
- 13.3. **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.

14. WEIGHT RULE

- 14.1. There will **be** no relaxation of the USAC/Nascar Youth weight rules.

15. Judging Rule

- 15.1. Use of a spotter for 6 cars or more in a race (additional and secondary to the Track Director) is mandatory for Monza/Regional/National events and recommended for club events. Track Director's call is the primary decision.
- 15.2. 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 .25 Midget 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.

16. WORK RULE/HANDLERS

- 16.1. Work Rule: All handlers and drivers will observe the USAC/Nascar Youth Work Rule, as written in the official rules (no club may overrule).
- 16.2. 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.

17. TECHNICAL INSPECTION & PROTESTS

- 17.1. Divisions to be teched will be chosen by random drawing or at the discretion of the Technical Director or his designee.
- 17.2. Honda engines will **NOT** be claimed in accordance with USAC/Nascar Youth claim rules.
- 17.3. Videotape will not be used to consider any protest.
- 17.4. The Vice President shall act as the Race Director for the purpose and function as outlined in the USAC/Nascar Youth Procedure Manual

18. Code of Conduct: Participant Conduct

- 18.1. USAC Members, families and handlers at USAC-sanctioned events are expected to conduct themselves in a professional and non-disruptive manner at all times.
- 18.2. Any USAC Members, family or handler who while at a USAC-sanctioned event that: Uses vulgar or derogatory language 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 Or otherwise creates a condition or circumstance which is unsafe, unfair or out of order 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 are not open to appeal.

18.3.USAC and USAC .25 Midget 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 Midget. Under age drinking and under age smoking (including vaping) is strictly prohibited at all USAC.25 Midget-sanctioned events.

18.4.USAC and USAC.25 Midget 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 Midget sanctioned event.

18.5.Any violation of this policy or refusal to submit to testing, searches or inspections as requested by USAC.25 Midget may result in the immediate termination of membership and loss of the right to compete in any USAC.25 Midget-sanctioned event for a to-be-determined period of time.

19. Prohibited Substances:

19.1.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.

Summary of Changes: 2/6/26

1.1 Date Change to 2026

2.1 Price of Race registration increase to \$40 flat rate

3.5.7 Baylands Club Championship Series races cannot be combined with any other series race.

4.1 Price of Race registration increase to \$40 flat rate

4.1.2 Clean up wording.

4.1.3 Clean up wording.

6.2 Clean up wording

6.4 Clean up Work Party Requirement wording.

6.4.2 Remove Year designation so it does not have to be edited every year.

6.4.4 Document the sportsman of the year award

Racing Rule #N/A - Restore the Race Lengths to previous club lap counts and not National Format.

8.1 Clean up conflicting language and increase total cars to sanction limit of 12

8.3 Changes were made to be more aligned with sanctioning rules.

9.2 Increase total cars to sanction limit of 12

10.1 & 10.2 Clean up formatting to address cancelled events.

11 Uniformity of points and format on both days for a double header weekend.

12 Revert back to old lineup system