

N.G.Q.M.A.

2009 Championship Rules

I. CHAMPIONSHIP RESTRICTIONS:

1. The NGQMA 2009 Championship is open to all current NGQMA full and associate members. Only NGQMA drivers will receive Championship points.
2. If a driver from another club races, the championship points will be adjusted as follows:

- 1st Place -- NGQMA driver 60 points
- 2nd Place -- Another Club Driver
- 3rd Place -- NGQMA driver 59 points
- 4th Place -- NGQMA driver 58 points
- 5th Place -- Another Club Driver
- 6th Place -- NGQMA driver 57 points

There will be no extra charge to enter the NGQMA 2009 Championship. Only the normal pit fee will apply.

3. The 2009 schedule contains 11 Championship Races. A driver must compete in at least 9 point races in the same division of a class to be eligible to be in the Championship. A driver's best 9 finishes count toward the Championship. EXCEPTION: See Item IV Championship Trophy Qualifications #1.

4. In the unforeseen cancellation and/or rain out of one or more races, the rain out or cancellation will reduce the number of Championship Races by 1 for each cancellation or rain out. Example: Schedule contains 11 point races, a driver must compete in 9 races. The club has 1 rain out. The numbers would change to 10 point races and a driver must compete in 8 races. If the club had 2 rain outs or cancellations, the numbers would change to 9 point races and a driver must compete in 7 races. ect. Championship drivers will always have 2 available drops.

5. NGQMA Championship classes eligible for points will be required to have two cars compete in at least 9 races each. Points will be awarded for any finish in any race in eligible classes.
6. The Spring National, Cotton Classic, Apple Blossom and November 7th race will not count towards the NGQMA Championship.
7. All NGQMA Championship Races as posted with these rules and regulations will count towards the Championship.
8. A race format change will not alter the finishes for the Championship.
9. Registration will close at the discretion of the tower director prior to posted race start time. Cars not signed in prior to the close of the registration will start in the rear of the field. Drivers are not allowed to register themselves; handlers must sign in their drivers. Waivers must be signed EVERY race by HANDLER & DRIVER. If the waiver is not signed, the driver will NOT be allowed to race that day.

II. CHAMPIONSHIP CLASSES/DIVISIONS:

1. To be eligible for the NGQMA Championship, the driver must compete in at least 9 point races.
2. There will be NO Novice Championship regardless of the number of races run or the number of participants.
3. Points cannot be transferred from one class/division to another. 4. A driver who turns 9 years old anytime during the 2009 season may elect to run in the senior division all year. Once he/she runs in the senior division from the junior division he/she may not return to the junior division. Once a driver turns 9 years old, he/she will move into the senior division on the day he/she turns 9.
4. The 2009 Championship will be a “winner take all” type format. The finishing position in the heat races will determine the starting position for the Mains. For each local race, the Tower Director and one NGQMA official will flip a coin to determine if the Mains will be run “straight-up” (as finishing in the heat) or “inverted”. Immediately following the last heat race, the coin toss outcome is to be announced over the loud speaker so all

racers know how the order for the main is to be determined. Transfers from a lower Main to the rear of a higher Main will always run straight-up. The first 6 finishers, 4 in a Junior division, transferring from heat race/s directly to the “A” Main will be run straight-up or inverted according to the coin toss. The other finishers, 7th thru 10th in a Senior Division or 5th thru 8th in a Junior Division, will run straight-up according to how they finished the heat race/s.

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

SENIOR DIVISION “A” MAIN

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

SENIOR DIVISION “B” MAIN

1 st Place	50 points	(which will be 11 th place overall)					
2 nd Place	49 points	“	“	“	12 th	“	“
3 rd Place	48 points	“	“	“	13 th	“	“
4 th Place	47 points	“	“	“	14 th	“	“

etc.

JUNIOR DIVISION “A” MAIN

1 st Place	60 points
2 nd Place	59 points
3 rd Place	58 points
4 th Place	57 points
5 th Place	56 points
6 th Place	55 points

7 th Place	54 points
8 th Place	53 points

JUNIOR DIVISION “B” MAIN

1 st Place	52 points (which will be 9 th place overall)
2 nd Place	51 points “ “ “ 10 th “ “
3 rd Place	50 points “ “ “ 11 th “ “
4 th Place	49 points “ “ “ 12 th “ “

etc.

7. Refer to the DNF, DNS, DQ, DNA rule for clarification of the following: If a car does not start a heat race (DNS), the driver will start in the rear of the lowest main for that division of a class. If a car starts a Main, or a Heat race and does not finish (DNF), the driver will finish ahead of DNS cars for that race. If more than one car is unable to finish a race, the finishing position will be awarded according to the order the cars drop out. If 2 or more cars leave the track at the same time, their position will be determined based on the position the cars were running on the last completed lap. If a car takes the initial green flag and is disqualified (DQ) for unsportsmanlike conduct, protesting to someone other than the Race Director, or a drivers inappropriate actions(s) to the Race Director, Flagman, Judges, or other drivers, the driver will receive zero (0) Championship points for that race day (first offense). If a driver is disqualified (DQ) for three (3) times dead on the track (DOT), two incidental calls by the judges, weigh-in light at the scales, disqualified for too wide, or liberation of muffler or tail pipe, the driver will receive last place position of the Heat or Main of occurrence. If a driver does not attempt to race (DNA) a Heat or Main, that driver will receive zero (0) points, however, if a driver attempts to race (on the track during warm-up) for the Heat or Main but does not start (DNS) the race, that driver will receive last place Championship points for the highest Main he/she qualifies into.

8. The Championship tie breaker at the end of the season will be the most “A” Main wins of the points races. If still tied, the most second (2nd) place finishes. If still tied, the most third (3rd) place finishes. etc. through all 11 point races.

9. The Championship points will be posted on the NGQMA web site as soon after the race as possible.

10. Once these Championship Rules are approved by the Rules Committee, they cannot be changed or altered for any reason for the 2009 season.

11. The Championship Committee has the right to make any and all decisions on circumstances not covered by these rules. The Committee also has the right to enforce the intent of any rule. The NGQMA Championship Rules Committee will be: 1) Bobby Mumper, 2) Dr. Ed Holton, 3) Tony Reid, 4) Mitchell Elzey, 5) Guy Tompkins.

III. RACING CLARIFICATIONS:

1. The DNF, DQ, DNS, DNA RULE:

As per the QMA Scoring Manual, the finishing order will be as follows: FINISHERS (drivers that cross the start/finish line of the checkered lap. DID NOT FINISH (DNF) (if more than one, order them by placing cars with most laps run ahead of those with less laps). (A DNF is one that took at least the first green flag – it does not have to complete a lap). BLACK FLAG – If more than one, order them by most laps run, i.e. three DOT's before two chargeable calls before one flagrant call. DISQUALIFIED (DQ) – In order in which they occurred, i.e. scales, Tech, etc. unless it is a flagrant DQ – refer to the NGQMA rules. DID NOT START (DNS) – If more than one, order them by sign in position. A DNS car is one that did not take the initial green flag.

DID NOT ATTEMPT (DNA) to race any Main or Heat race will receive zero (0) points, however if the car does go onto the track for warm-up or a Heat or Main race and is unable to take the green flag, that car will receive last place points for the Main he/she qualifies into.

IV. TECH INSPECTIONS:

During the 2009 season, the Tech Director has authority over the Tech inspection process. Tech inspections regarding gas/oil are at the discretion of the Tech Director. The Tech Director may implement various fueling procedures for any and/or all races. Further, the Tech Director may implement fuel checks/fueling procedures for one and/or more classes within a race program.

a. OIL TESTING RULE:

1. As per the North Georgia QMA request to National Tech:

2. In addition to the prescribed testing procedures outlined in QMA Rulebook (July 2002) Article 9, Section 4, “Approved Procedure for Oil Testing”, the NGQMA Tech Director/Safety Director and his/her appointed assistants may at anytime during an event, drain the engine oil from a race vehicle for testing purposes, whether on the racing surface or not.

3. All vehicles tested will have their oil replaced with an appropriate amount of Mobile One synthetic.

4. The track sample will be sealed (a duplicate sample will be held by the NGQMA President).

5. The track sample will be sent off for analysis, within 48 hours, at the expense of NGQMA. (The sample may be preliminary tested by the Tech Director/Safety Director using the testing procedures stated in Article 9, Section 4, after the sample has cooled to room temperature) or other methods determined by Local Tech, Region Tech, or National.

6. If any performance enhancing additives such as nitro methane, nitro benzene, any other nitro paraffin, or any other known carcinogen (other than the oil itself) are found to be present in that sample, the discipline shall be DQ (Disqualification) from the race depending on an appeal to QMA and penalties leveled as appropriate.

7. Suspension is open to review from the NGQMA Board, the Regional Board, the National Tech Director and the National Board.

b. FUEL TESTING RULE:

The North Georgia QMA will follow the recommendations of National Tech and Safety and add the following to our local Championship points rules:

1. In line with the prescribed testing procedures outlined in QMA Rule Book (July 2002) Article 9, Section 3, “Approved Procedure for Fuel Testing:”, the NGQMA Tech Director/Safety Director may test fuel before or after a race.

2. In concert with the recommendation of National Tech and Safety, the NGQMA will adopt the National Fuel Testing Recommendation – (Notes from the National Meeting “Fuel Testing – Fuel test procedure (recommended) – Clubs to specify one location for the purchase of fuel

within a close proximity to racing facility. Identify one mild range octane fuel (suggested 89 octane). Clubs publish location and purchase one gallon or more of same for each event for comparative sample.”

3. It is highly recommended that all participants who race at NGQMA purchase their racing gas from the Lake Food Mart Texaco, at Exit #15 off of Georgia 400.

4. The required fuel is 87 octane fuel for all classes.

5. This fuel will be the test sample used to “zero” the fuel tester.

c. NO TIRE PREP/HEATING DEVICES:

The North Georgia QMA will adhere to the recently adopted National rule for tire prep and heating devices for tire are no longer allowed. This includes band style tire warmer, heat guns, heat boxes, etc. Heat guns to clean the tires are allowed.

d. ENGINE ALTERED:

Any engine part found purposefully altered will result in the loss of all points up to the time of discovery. Finishing positions prior to the infraction will not change. Offending driver will be shown as an “X” – not a zero (0). No races during this infraction period will be eligible as drops. Tech DQ’s and DQ’s for non-purposefully altered parts, light at the scales or too wide will result in last place finishing points for the main you qualified into.

V. TRANSPONDERS:

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

VI. IN CASE OF RAIN:

A. IF WE DRAW FOR POSITIOS:

A race will be considered complete on the day we draw for position if: the Heats (first leg) are completed. If some classes were able to race the 2nd leg through their “A” Main, then their finishing position will be their finish

of their highest Main. Those classes that were not able to complete their 2nd leg/Mains then their finishing position will be their Heat finish for the day. THIS WILL RESULT IN MULTIPLE WINNERS – 1ST PLACE, 2ND PLACE, ETC depending on the number of heat races run.

If we have more than 11 cars in a Senior Division or 9 in a Junior Division and two (2) or more heat races must be run, then all of the Mains (“D”, “C”, “B”, “A”) must be completed for any Main finish to count.

VII. CHAMPIONSHIP TROPHY QUALIFICATION:

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

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

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

3. This will allow drivers that move at the same time to compete against each other and in no way effect the points system of those running the entire year in the upper class.

4. This rule will apply to Jr. Novice moving to Jr. Honda, Sr. Novice moving to Sr. Honda or Heavy Honda, Junior Honda moving up to Senior or Heavy Honda, Junior Honda moving to Light 160, and Senior Honda moving up to Heavy Honda. This rule will not apply to any Honda driver moving up into a Deco or World Formula class. However, Junior Stock moving to Senior Stock would qualify.

5. This rule is written with the intention of allowing drivers that needed to move in the middle of the racing season to receive positive recognition for their dedicated year of competition.

6. Any Zero Tolerance Policy infraction penalty cannot be used as a drop.

7. NGQMA Zero Tolerance Policy overrules any and all NGQMA Championship Rules.

8. Saturday rainouts may be continued to the following Sunday, provided that half of all heat races plus one have been completed on Saturday. Races on Sunday will begin at 12:15 PM and conclude by 6:00 PM.