

TUCSON QUARTER MIDGET ASSOCIATION LOCAL RULES AND PRACTICES

(Adopted on 7/17/11 Ramon Silvas, President)

This document is set forth to define and clarify the local rules and practices of the Tucson Quarter Midget Association (TQMA) located in Tucson, Arizona. This document is to be used in conjunction with the National Quarter Midget of America (QMA) Rules and Regulations as well as the Code of Conduct from QMA. The rules and practices as stated in this document will in effect from September to the following September in order to encompass the local racing season in its entirety and allow time for changes before the start of racing, should the need arise.

1. Process for Rule Changes

(Ref: QMA Rulebook: Pg. 7, Art. 2, Sec. 2 Rule, Change Schedule)

1. Any club member may submit a request for a local rule change. This request must be in writing, signed and submitted to the club president by the end of the July meeting.
2. A rule change request will be signed and dated by the club president upon receipt.
3. All rule change requests will be presented to the membership by the end of July and will be voted on by the members present at the August meeting.
4. Any rule changes adopted will be in effect immediately and followed throughout the entire season.
5. No local rules can be changed or new ones adopted during the season unless there is a safety issue involved. If this is the case, a special meeting can be called or during the next monthly meeting the situation will be reviewed.

2. Membership Dues and Applications

(Ref. QMA Rulebook: Pg 9, Art. 2 Sec. 7, QMA Memberships)

1. Total annual dues are \$150.00 with checks made payable to Tucson QMA (this includes local membership dues of \$75.00 and National QMA dues of \$75.00). TQMA will send the national membership fee to the National office along with the completed QMA application. Renewals are due to National by October 31st of each year and are considered late December 31st.
2. Renewal paperwork is due to TQMA by October 1st of each year. If any renewal paperwork: membership application, photos, and birth certificate, (if applicable) are not turned in to TQMA with payment 30 days after October 1st, there will be a \$25.00 late fee assessed.
3. If not paid by deadline, a \$25 late fee will be assessed and voting privileges will be revoked until the late fee and membership dues are paid.

3. Local Points Series

1. A Points Series championship will be run thru the season for all but the Novice classes.
2. The Points Series structure used will be as follows: Main event will be 70 points with a 7 point split down to 3rd place, graduating down after 3rd place. All main event placements below 10th place will receive 25 points. Heats and Qualifying will be a 1 point split starting at 10 points. Qualifying will be a 1 point split starting at 10 points, finishes below 10th place will receive 1 point. This points system will be used. Combined points by finish will create Main event lineups. These same points will transfer to

the driver's point's series standing. Heats and Mains are run no more than 9 cars in Junior, and 11 cars in Senior. (Heat 1, Group 1- Heat 1, Group 2 etc.)

Points System

	Heat/Qualifying	Main
Pos.	Points	Points
1	10	70
2	9	63
3	8	57
4	7	52
5	6	48
6	5	44
7	4	40
8	3	36
9	2	32
10	1	28
11+	1	25
DNS	0	25
DQ	0	0
Tech		
DQ	0	0
NT	0	
Semi		25
Y	Show Points	50

- Every club race, except a 'fun' race, will be a point's race.
- If a car/driver is DQed (disqualified) from a race, there will be no points awarded for the race in which he/she was disqualified from. If a motor fails final tech or the car fails for any non-racing induced reason, there will be no points awarded for the racing event.
- A DNF (Did Not Finish) will be scored in the last position following all cars finishing the race. If there is more than one car with a DNF, they will be positioned in the order they went out with the car finishing the most laps first. In the case of more than one car going out on the same lap, they will be positioned by reverting to the last completed lap they were scored.
- If a car goes out DNS (Did Not Start), DNS will not receive points for that race; Race as defined by national QMA. However, if they have transferred up through lower mains or participated in the heat race, the car will be scored accordingly. Example: If a car finishes the B main or the heat race and transfers to the A main but goes DNS, that car will receive points for 11th place overall. A DNS will always place behind a DNF for that race.
- Points will not be transferred with a driver who moves up during the series.

8. Drivers shall be awarded club points for their actual finish position regardless of whether a non-TQMA driver was in the finishing order.
9. The driver must be a full QMA member in good standing prior to competing at any race event in order to receive points for the TQMA club series.
10. Drivers participating in at least six of the scheduled local point series races are considered to have finished the series in that class, unless they fall under any move up rule in that class.
11. Any class will be defined to have more than one car competing in at least half of the TQMA point series events.
12. Points Series Championships are awarded to drivers completing a class series, as defined above, and based upon cumulative total points earned in 10 races. If more than 10 club races are scheduled in the season, one club race may be “dropped”. Technical DQs can not be dropped.

4. Racing Format

1. QMA racing order is Jr. Novice, Sr. Novice, Jr Animal, Sr Honda, Jr. Honda, Heavy Honda, Lt 160, and Heavy 160. With any additional classes added as per National QMA. Tucson QMA racing order is at the discretion of the Race Director, and will be posted with lineups. Once set the order shall not change during the course of the racing event, unless requested by the Race Director.
2. Non-Qualifying race events will consist of two heats and a main for each class. In the event there are unusual circumstances (weather, time, etc...) causing us to run other than two heats, the decision to change the format will be made by the Board members present at the race. If only one heat can be run, points will be doubled for that heat.
3. When/if time qualifications are not run; order will be determined by pill draw at sign in. Lowest number will be on the pole in first heat. 2nd Heat will be inverted, from first heat's finish, split as evenly as possible.
4. Time qualifications will be run at at least 3 point's race; the heat will be inverted (fast time starts in the back), split as evenly as possible.
5. Qualifying order when running time qualifications will be done by pill draw, highest number qualifies first.
6. Qualifying race events will consist of qualifying, a heat, and a main for each class. In the event there are unusual circumstances (weather, time, etc...) causing us to run other than a qualifying and a heat, the decision to change the format will be made by the Board members present at the race. If only qualifying can be run, qualifying points will be doubled for that event.
7. A driver will tag the back of the line up on his/her first Novice Race event and/or first event after graduating from Novice. Tag will be for the event.
8. A Main will be inverted – top 5 in SRS; top 4 in JRS. All lower mains will be straight up.

9. Qualifying: 5 warm up and 3 on the clock
10. Heats: Jr classes – 15 laps ; Sr classes – 20 laps (including Novices)
11. Mains: Novice – 25 laps ; Jr classes – 30 laps; Sr classes – 40 laps
12. Single car classes: Same Qualifying; Heats & Main – Green / White / Checkered
13. 2 Car classes: Same Qualifying ; 15 lap Heat & 20 lap Main
14. Car classes: will be considered a full field for Club Races and run full lap counts.
15. At all club events engines will be sealed by the tech director at his choice of either the start of the day, after qualifying or first heat race. At the end of each main event the top 2 finishers and fast time cars will go to impound. The level of tear down is at the discretion of the Tech director. All track records will be fully torn down.
16. The handlers of the #1, #2 #3 and #4 cars in each race (heats and mains) will be corner men for that race.
17. It is the responsibility of each person assigned “work” (judges, scorers, concession, etc.) to send a delegate if they are absent or have to miss their assignments for any reason. If they do not, their driver will start at the back of the pack in the next race they are in.
18. If a driver breaks the track record, the motor must be sealed by tech and pass tech in order for the track record to stand.

5. Race Rules

Racing will be conducted in accordance with National QMA and Region 12 race rules.

6. Track Access

1. Members in good Standing will be issued the combination to the Track.
2. Keys to the Tower and Storage areas will be issued to the Executive Board. The Board members will surrender the key when no longer in office.
3. Any former or current TQMA member suspended, expelled or banned from the TQMA track will not be allowed on the TQMA premises for any reason. Any current TQMA member who allows access to the TQMA track to any former or current TQMA member who is currently banned or suspended from TQMA, will be issued a 90 day suspension and will be placed on probation for one year.

7. Tower Access / Restrictions

1. No one will be allowed to stand or sit in the tower stairway.
2. No one is allowed in the tower during race events unless “invited” in an official capacity

(i.e. judging, scoring, announcing, lap turning or any other duty being asked to perform).

3. There will be no direct questioning of judges or scorers by any member. If there is a question or a request for clarification of a call, the member may go to the Race Director or delegate and calmly request the clarification. It is the Race Director's duty to make the inquiry to the tower and supply the information back to the member requesting the information.

8. Pit Spots

1. Members have the option of purchasing a pit spot on the asphalt surface. Pit spots will be sold for \$100 per season. This fee covers all club races and the two regional events TQMA has each season. An additional asphalt parking spot may be purchased by members for \$75.00, providing there are adequate pit spots for all members wishing to purchase asphalt pit spots.
2. Pit spot fees must be paid by the monthly September meeting or the first race, whichever comes first. At that time, names of those members in good standing and paying for the spots will be given the option of retaining their current pit spot, provided there are adequate parking spots for all members requesting asphalt parking, or to choose a new spot. If more than one member wants the same pit spot, their names will be drawn from a hat to determine which member retains the pit spot. Members not in good standing will have their choice of pit spot after all of the members in good standing have selected their pit spots.
3. Members joining throughout the year will have the option of purchasing a pit spot (if available) with the fee prorated for the number of months remaining through the following September.
4. Any parking spot not paid for by the first race of the season will be forfeited. Members choosing not to purchase a front spot on the asphalt surface for the season, have the option of paying \$10.00 per pit spot per race. All race day parking fees will need to be paid for by the end of that race day. Any remaining balance owed will need to be paid prior to being allowed to register for the next race.
5. The Executive Board of Directors may choose to award a pit spot free of charge to the handler of the year, chosen/voted on by the Executive Board.

9. Birthday Timing

1. A junior driver will be allowed to complete in the local point series in the class he/she started prior to their 9th birthday once a driver turns nine they must move up. No juniors racing with seniors except novices to make a class. Any driver moving up during a season (With the exception of the Novice class), due to age requirements will receive a series award and points in the higher class, regardless of placement, as long as the driver has met the participation requirement of half the races; points will not be transferred between classes.

10. Money Approvals

1. Any single expenditure less than \$500.00 may be approved by the board only.
2. Any single expenditure greater than \$500.00 must be approved by a majority vote of the membership present at the meeting which the expenditure was discussed (this excludes any dues,

payments or fees required by QMA).

11. Work Parties

Members are required to make every effort to attend and assist in any work parties set up by the club.

12. Tire Rule

1. The same right side tires (Front and rear) must be used the entire race day. The Tech Director will paint tires after qualifying or the first heat race. If a tire is damaged, approval must be obtained from tech before replacing the tire. Tires can be changed for lower mains, but original tires must be put back on for "A" main. Tires may be remounted on wheels during race day as long as the original tires are used. Any handler found to be deliberately damaging a tire in order to replace it for a race will result in an automatic DQ. Racing on different tires not painted by Tech will result in an automatic DQ, unless approved by Tech due to damage. Situations may arise that are not addressed in the tire rule, those situations will be addressed on a case by case basis by the Race Director, Technical Director, Asst. Technical Director, and club President as they arise.
2. The Vega spec tire will become mandatory at all TQMA club races effective January 1, 2012, in order to allow current members to utilize any remaining non-spec tires.

13. Information Dispersal

1. Minutes from the monthly club meetings will be dispersed via e-mail to all members for review prior to the following months' meeting. Any member who does not have access to e-mail may request to have a copy of the minutes mailed by the Secretary to their address on file.
1. Minutes from TQMA board meetings or special committee meetings will be kept. Minutes from these meetings will be on hand at the next monthly meeting and summarized for the membership. All minutes of the meeting will be kept in the club files.
2. Any other information, notices, etc. that is relevant to the membership as a whole, will be sent via e-mail to each member and/or posted on the club's website. The membership is encouraged to visit the website often for new and up-to-date information.

14. Code of Conduct

(Ref Art. 3, Sec. 4, Pg. 12 QMA Code of Conduct)

The National QMA Code of Conduct will be strictly enforced. BEHAVIORAL OUTBURSTS WILL NOT BE TOLERATED AT TQMA EVENTS or via multimedia outlets, such as social network sites, text messaging, or voice mails (this includes members and drivers from any club). A behavioral outburst is defined as (but not limited to) yelling, profanity, or indecent gestures directed at race officials, driver(s), or other handlers; throwing of objects in the direction of other individuals in a fit of anger. Code of Conduct will be addressed at every pit meeting and this will be considered the first warning to everyone (whether present at the pit meeting or not). Any outburst following the pit meeting will be brought to the attention of the Race Director. The Race Director will gather the board members present at the race and this group shall discuss/review the incident. At

this point, the violator will be given a verbal warning. ANY VIOLATION after this second warning, the member will be instructed to leave and their driver(s) will be DQed from the current and remainder of the day's events. Any driver points earned from previous heats can be kept.

The following rules are duplicates of QMA Article 3, Sec. 4, Pg. 12 – QMA Code of Conduct, but are included here as reference to emphasize their importance and diligence in which these particular rules will be enforced.

1. All QMA members and their families are expect to act in a manner that is a credit to the sport, both on the track facilities and off the track facilities, at all QMA events. Disturbances and or willful damage to others property will not be tolerated at any event.
2. Those failing to act in a manner that is a credit to the sport are injuring all members and are hampering the very existence and future of Quarter Midgets of America.
3. Therefore acts detrimental to QMA or its members will be reviewed by QMA Club Boards and QMA Regional board, if indicated.
4. The QMA Code of Conduct Procedures will be used by members and boards as the primary controlling document for Code of Conduct cases within QMA. A copy of these procedures can be found on the National QMA web site, your club President and the Procedure Manual. However, the TQMA COC procedure as listed in the bylaws and club rules will be enforced at a local level

15. Protests

The following rules are duplicates of QMA Article 8, Sec. 1-5, Pg. 34 – Racing Rules and Procedures- Protests. They are included here as reference to emphasize their importance and diligence in which these particular rules will be enforced.

Article 8 , Pg 34- Racing Rules and Procedures

2. Protests

- 2A. Judging calls cannot be protested.
- 2B. All protests must be made in writing within one hour of the completion of that race, to the Race Director or delegate only. You must be signed-in in that class to be able to protest.
- 2C. (1) Anyone protesting to an official other than the Race Director or delegate will be suspended from participation.
(2) The protest must reference the racing rule or scoring procedure that was not followed by the race officials.

TQMA addendum: Suspension will be for the remainder of the day.

15. Sponsorship Details

1. A Marketing sub-committee will be organized each year to determine all inclusive sponsorship packages to be utilized to secure sponsorships for TQMA both in-kind and monetary.

16. Summary of Deadlines (See QMA schedule of events)

July 30th - Local Rule Change Request(s) due to Club President.

August Meeting – Vote on Rule Change Request(s).

September 1st - New members joining local club after this date will be paid through following year
(this applies only to membership dues, not for track pit fee).

September Meeting - Pit fees are due by first club race of the season or September meeting, whichever comes first.
Pro-rating applies for new members after the first race.
Pit spots paid for and drawn.

October 1st –National Membership Renewal Application and dues are due to TQMA.
Make check payable to TQMA.

-TQMA -----END-----