



NCQMA Race Rules

- Completely rained out events will be cancelled in a timely manner, no later than 8:00 AM the day of the race. The NCQMA tower phone 704-637-1099 recorded message will state the status of race conditions.
- All drivers/races will be given a minimum 30-second warm up prior to the start of the race. This will be set by the Race Director. If a driver comes off the track during this time he/she must be past the designated line before the clock hits zero. If they are not past the designated line, they will lose their starting position and start at the rear of the field.
- NCQMA will be using the Moscore QM Race Scoring Software; therefore, all cars will be required to have a functioning transponder mounted anytime they enter the track, unless directed otherwise by the Race Director. Unless change is necessary due to computer equipment.
- The Race Director will have discretion to modify the race format due to, but not limited to, weather, time, curfew, etc.
- If the time limit expires under Green Flag conditions:
 - a. The race will end at the next flag, either Checkered Flag or Yellow Flag due to a caution.
 - b. If the Yellow Flag is displayed due to a caution, the cars will be lined up based on the scoring order. (Cars that received a DOT or a Strike will be placed in their appropriate position.)
 - c. Once the cars are in the correct order, the Checkered Flag will be displayed and the race is officially over.

If the time limit expires under a Yellow Flag condition:

- a. The race will be restarted.
- b. The race will end at the next flag, either Checkered Flag or Yellow Flag due to caution.
- c. If the Yellow Flag is displayed due to a caution, the cars will be lined up based on the scoring order. (Cars that received a DOT or a Strike will be placed in their appropriate position.)
- d. Once the cars are in their correct order, the Checkered Flag will be displayed and the race is officially over.

Qualifying

- Batch Qualifying will be used for all Summer Series events and Championship Series events as scheduled.
- Batch qualifying will consist of 4 cars on the track at the same time for 1-½ minutes. Each lap will be recorded and the best lap time will be used as the qualifying time. Transponders will be required for all qualifying sessions.
- A car cannot enter the track once the green flag has dropped.

- If there is a tie during qualifying, the second fastest time will be used to break the tie.
- All classes having an A Main or less of registered cars (Juniors – 9, Seniors – 11) in the Summer Series events will not participate in batch qualifying. These classes will line up for their A Mains based on the random pill draw received during registration. All classes having more than an A Main of registered cars will batch qualify to determine starting position and lower mains.
- If a driver enters the hot chute during the 1 ½ minutes, his/her qualifying session is over. No changes or repairs can be made to the car during the 1 ½ minute qualifying run. If a driver receives 2 DOT's his/her qualifying session is over and the best lap time prior to the 2nd DOT will be used as the qualifying time.
- Once a car has been pushed off, turning the fuel on is the only allowable repair.
- A handler from each car on the track will be required to corner work during the qualifying session.
- During yellow and/or red flag conditions, the clock will stop.
- If a mechanical problem occurs when pushing off for qualifying, such as chain falling off, loose wheel, muffler disconnected, etc., the driver will receive a no time and start last in the lowest main.
- A random draw will be used to determine qualifying position and heat race line-ups. In qualifying, the lowest number drawn will qualify last and the highest number first. In heat race line ups (Championship Series) and in classes with no more than an A Main of registered cars (Juniors – 8, Seniors – 10) (Summer Series) the lowest number drawn will start on the pole and the highest number drawn last. USAC National events the car counts will be Juniors – 8 & Seniors – 10.
- Inversions:
 - Heat races are ran, line up for the mains will be straight, no inversion.
 - Qualifying the inversion will be 4 for Jr classes & 5 for Sr classes
- Track records will be open during any single car qualifying event per the NCQMA schedule.

Heat Races – local events

The following grid will be used for Heat races.

Junior Classes

# of Cars	1 - 9	10 - 16	17 - 24	25 - 32
# of Heats	1	2	3	4
# Transfer to A Main	All	2	2	1
# Transfer from Lower Mains		4	2	4

Senior Classes

# of Cars	1 - 11	12 - 20	21 - 30	31-40
# of Heats	1	2	3	4
# Transfer to A Main	All	3	2	1
# Transfer from Lower Mains		4	4	6

Transponder Rules

- Each handler is responsible for ensuring that a working, charged transponder is properly secured to the car with a club approved bracket when the car enters the track for any racing or timing event where transponders are required.
- Racing Scenario/Action for personally-owned transponders
 - Scenario: A car goes out to qualify without a transponder secured to the car.
 - Scenario: A car goes out to qualify with a secured transponder that is not charged.
 - Action: Driver will receive a No Time (NT) due to handler negligence/error.
- Racing Scenario/Action for rental transponders
 - Scenario: A car goes out to qualify without a transponder secured to the car.
 - Action: Driver will receive a No Time (NT) due to handler negligence/error.
 - Scenario: A car goes out to qualify with a secured transponder that is not charged.
 - Action: The driver will be directed to come off the track and replace the transponder with a charged replacement rental transponder (and the pit steward will report the transponder number to the tower to enter it into Moscore). The driver may then resume qualifying.
- Racing Scenario/Action for ALL transponders
 - Scenario: A car goes out to race without a transponder secured to car.
 - Action: Car must return to the Hot Chute and have transponder secured to the car. If the car is in the hot chute at the end of the warm up period, the car may rejoin the field at the back of the lineup. If the car has not exited the hot chute before the line up is correct and the 5 Lap Work Rule is in effect, the car will be charged under the 5 Lap Work Rule. If unsuccessful within 5 laps, the driver does not get to resume racing, resulting in a DNS
 - Scenario: Transponder falls off car during race.
 - Action: Caution will be thrown and the car will be charged with a DOT. If NCQMA's 5 Lap Work Rule is in effect, driver may come off the track and use his/her 5 laps to secure the transponder to the car. If unsuccessful within 5 laps, the driver does not get to resume racing, resulting in a DNF.

Race Order

The following race order and lap count will be used for the all races at NCQMA.

	Lower Mains / Heats	A-Mains
Jr. Rookie	15	15
Sr. Rookie	15	15
Jr. Honda	20	25
Sr. Honda	25	35
Heavy Honda	25	35
Jr. Animal	20	25
Sr. Animal	25	35
Jr. Stock	20	25
Sr. Stock	25	35
Mod	25	35
Lt. 160	25	35
Heavy 160	25	35
B	25	35
Lt. AA	25	35
Heavy AA	25	35
Jr. Half	25	35
Sr. Half	25	35
Lt. World Formula	25	35
Heavy World Formula	25	35