



NCQMA Qualifying/Heat Race Rules

General Information

- Track Records will be open only on “Batch” and “Single Car” qualifying days.
- Pill drawn numbers will be used to determine qualifying order.
- In qualifying, the car with the lowest number drawn will qualify first and the car with the highest number will qualify last.
- When creating main event line-ups from qualifying results, the top (fastest) six (6) qualifiers go to the A Main. Line-ups for the lower mains will be straight up (not inverted), and all transfers from lower mains will be straight up. After qualifying is concluded, a die will be rolled to determine if there will be an invert of up to the top five (5) drivers. If a one (1) or six (6) are rolled, there will be no invert. **If there are fewer number of cars in class than number rolled on die there will still be an inversion. Ex.: if the roll is 5 and only 4 cars are entered then line-up would be as follows. 4 to 1, 3 to 2, 2 to 3, and 1 to 4.** This inversion will be used to set the order for the top five (5) qualifiers in all competitive classes for that day. Must attempt qualifying to invert. There will be no inversion of rookie classes. There is no inversion when Single car qualifying. **Must attempt to qualify to be part of invert.**

Transponders

- NCQMA will be using an electronic timing system; therefore, all cars will be required to have a functioning transponder registered in the system and mounted to the car with an appropriate bracket and clip anytime they enter the track on race day during qualifying, unless otherwise directed by the Chief Steward.
- If a car enters the track without a transponder, it will be given a No Time (NT). During batch qualifying, the car will be given the black flag and must exit the track. A caution will not be thrown.
- It is the handler’s responsibility to make sure the transponder is charged and properly secured to the car; however, if there is an error in the reading of the transponder with the scoring system, all cars will be red flagged and stopped on the track as soon as possible to remedy the problem by replacing the dysfunctional transponder with one that is functioning properly. Qualifying will then resume allowing the car to get all warm-up and qualifying laps. If the issue is not caught before the car leaves the track, the car will be allowed to re-qualify after the next two cars, but no adjustments may be made prior to re-qualifying.
- If competitor supplied transponder or rental transponder does not function properly, handler will have the opportunity to replace with a transponder from the tower that does function properly. Competitor will have one opportunity to replace transponder and return to qualifying. If rental transponder from tower, competitor will have unlimited opportunities to replace transponder and return to qualifying.

Mechanical Issues

- If a mechanical problem occurs while pushing the car off for qualifying, such as the chain falling off, a loose wheel, muffler disconnected, etc., the driver will receive a No Time (NT). Once the car has been pushed off, turning on the fuel is the only allowable repair.
- If a car loses its tail cone, a red flag will be thrown and the tail cone will be removed from the track surface. The car will be black flagged and must exit the track. Once the tail cone and car have been removed, qualifying will resume in batch qualifying. The best lap time up to the point that the tail cone was lost will be used as the qualifying time.

Single Car Qualifying

- Single car qualifying will consist of three (3) warm-up laps and two (2) timed laps, the fastest of the two (2) timed laps will be considered the qualifying time.
- If a driver does not complete a timed lap, s/he will receive a No Time (NT).
- If there is a tie in qualifying times, the second fastest lap time for each driver will be used to break the tie.
- There is no inversion when single car qualifying.

Batch Qualifying

- Batch Qualifying will consist of a maximum of 4 cars on the track at the same time for 1½ minutes. Each lap will be recorded, and the best lap time will be used as the qualifying time.
- If there is a tie in qualifying times, the second fastest lap time for each driver will be used to break the tie.
- A handler from each car on the track will be required to corner work during the qualifying session.
- No car will be allowed to enter the track after the green flag has dropped to begin the 1½ minute qualifying session.
- During yellow and/or red flag conditions, the clock will be stopped.
- If a driver receives two (2) Dead on Track calls (DOTs), his/her qualifying session is over and the best lap time prior to the 2nd DOT will be used as the qualifying time.
- If a car liberates fluids on the track, a red flag will be thrown and the clock will be stopped to determine which car has liberated the fluids. The car which liberated the fluids will be black flagged if deemed to be an unsafe condition by the Race Director, must exit the track, and will receive a DQ for qualifying. The remaining cars will resume their qualifying session once the affected track surface area is cleaned.
- If a driver enters the hot chute during the 1½ minute qualifying session, his/her qualifying session is over. No changes can be made to the car during the 1½ minute qualifying run.

Heat Races

- Driver-drawn, random pill draw numbers will be used to determine heat race lineups.
- In heat race line-ups, the car with the lowest number will start on the pole and the car with the highest number drawn will start last.
- For all classes except Rookies, if more than eight (8) cars sign in, heat races will be split. If 9 sign in, they will be split 5 & 4; 10 cars will be split 5 & 5; 11 cars will be split 5 & 6; and so on.
- For Blue Rookies, if more than seven (7) cars sign in, heat races will be split. If 8 sign in, they will be split 4 & 4; 9 cars will be split 5 & 4; 10 cars will be split 5 & 5; 11 cars will be split 5 & 6; and so on. For Red Rookie, if more than six (6) cars sign in, heat races will be split. If 7 sign in, they will be split 4 & 3, 8 cars will be split 4 & 4 and so on.
- NCQMA will be utilizing USAC's passing point system to determine starting positions in mains. The drivers will receive points for passing as well as for finishing position. Late sign-ins will not receive passing points but will receive points based upon finishing position.

Heat Races Passing Points Structure		
Finishing Position	Points for Finishing Position	Passing Points
1	55	
2	52	1 car @ 1 = 1 point
3	49	2 cars @ 1 = 2 points
4	46	3 cars @ 1 = 3 points
5	43	4 cars @ 1 = 4 points
6	40	5 cars @ 1 = 5 points
7	37	6 cars @ 1 = 6 points
8	34	7 cars @ 1 = 7 points

		Starting Position									
		1	2	3	4	5	6	7	8		
Finishing Position	1	55	56	57	58	59	60	61	62	1	
	2	52	52	53	54	55	56	57	58	2	
	3	49	49	49	50	51	52	53	54	3	
	4	46	46	46	46	47	48	49	50	4	
	5	43	43	43	43	43	44	45	46	5	
	6	40	40	40	40	40	40	41	42	6	
	7	37	37	37	37	37	37	37	38	7	
	8	34	34	34	34	34	34	34	34	8	

- In the event of a tie in total heat race points, the driver who first earned the points (i.e., first heat race in the class) shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be based upon finishing order.
- When creating main event line-ups from heat race results, there will be no inversions. Instead, the top six (6) cars based upon total heat race points will transfer directly to the A Main in a straight up order. Lineups for the lower mains will also be straight up based upon total heat race points, and all transfers from lower mains will be straight up.

NOTE: Qualifying rules are subject to change. REVISED:
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