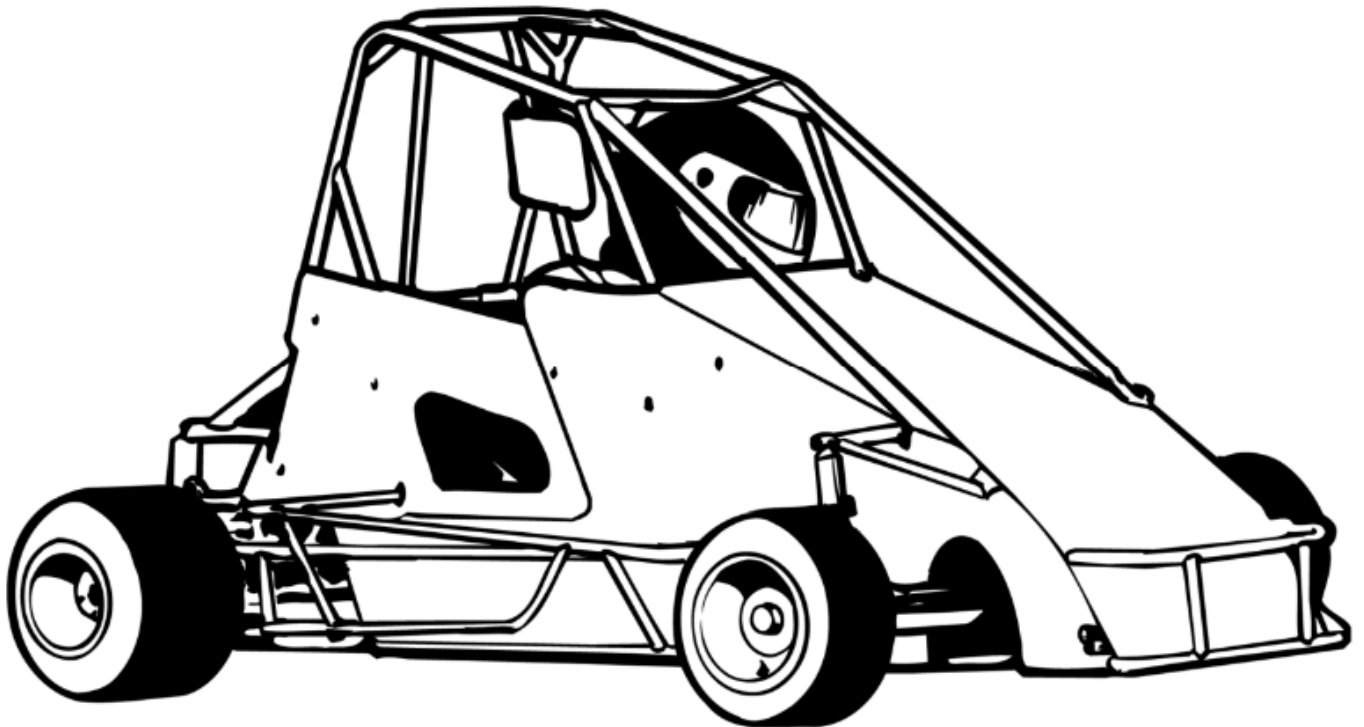




ROOKIE TRAINING



Rookie Training Outline

So, you've decided to become a race car driver. This guide outlines the Rookie Training program run by the North Carolina Quarter Midget Association (NCQMA).

The purpose of this program:

- To have fun.
- To instruct drivers in the basic procedures of quarter midget racing.
- To promote driver safety from a driver's viewpoint.
- To offer all drivers an opportunity to improve their driving techniques through non-competitive and competitive practice sessions with qualified adult supervision.
- To train newcomers in handler and driver safety.
- This class is not here to teach you how to win. It is here to teach you how to race.
- To have fun!

Our mission at North Carolina Quarter Midget Association is to prioritize the well-being and development of children while fostering the growth and sustainability of our club.

Our Purpose is: "The purpose of our organization is to provide and maintain a clean, safe, and healthy sport to be enjoyed by father, son, mother, and daughter in relationship with better sportsmanship. To teach younger generations the handling of mechanical devices, coordination, alertness, and the ability to operate motor driven vehicles. Finally, to impress the younger generation with the ideals of fairness, generosity, and sense of responsibility without envy to others."

It's about the kids. Remember to set a good example in regard to sportsmanship. Congratulations to the other drivers. Get to know and help other handlers. Have fun and have lots of patience.

Important Contacts to Remember

Jeremy Troiano | *President*

(704) 726-6849 | president@ncqma.com

Jeremy Eppihimer | *Rookie Director*

(610) 334-5826 | rookies@ncqma.com

Jess Albright | *Vice President*

(586) 354-7814 | vp@ncqma.com

Stephanie Sullivan | *Secretary (Membership Questions)*

(209) 505-7063 | secretary@ncqma.com

Travis Sullivan | *Tech Director*

(209) 640-0178 | tech@ncqma.com

Jeff Paulk | *Safety Director*

(781) 798-4456 | jeff.paulk@gmail.com

SESSION ONE

Welcome

Introductions

Grounds Tour

The Club

Host Family Program

The Cars

- Basics of the car
- Safety Gear and Equipment
- Helmet, neck collar, gloves, arm restraints, suit, shoes.
- Safety Belts
- On/Off switch
- Other things needed
- **Restrictor Plates**
 - Red plate is for the initial phase of Rookie Program; Blue plate is for the secondary phase of the Rookie Program.
 - Must meet USAC(NYS) specifications:
 - Red Rookie (Honda): 0.3125" (5/16") maximum
 - Blue Rookie (Honda): 0.4375" (7/16") maximum
 - How to install.

Practice and Race Days:

Practice Procedure Explanation & Rules

- Significance of signing-in.
- Fire extinguisher placement.
- Must have a flagger if more than three cars at a time.
- Be courteous of others and allow everyone track time.
- See NCQMA track practice rules.

How Race Days Work

- Costs, when and where.
- Sign-in drivers and all handlers, get wristbands and pill draw for starting/ qualifying position.
- Communication / PA / WhatsApp
- Transponders & MyRacePass
- Staging, numbers and getting ready to race.
- Which lane to stage the car.
- Pit cart logistics.
- Volunteering, Pit Stewards and Chief Stewards.
- What to do after the race.

Flags and Safety Lights

- Flag stand and lights. Explain flagger's role to drivers.
- Green - go, go, go.
- Yellow - caution, slow down, no passing.
- Red - stop immediately.
- Black - go to the pits immediately.

- White - One lap to go.
- Checkered - the race is over.

Entering and Exiting the Track

- Gas on the right, brake on the left.
- Stay high on track and wave left hand to signal other drivers when exiting.
- Keep both hands on the steering wheel at all times except when exiting.
- Restricted Areas
- Must be a USAC(NYS) & NCQMA member, 16 years old, and signed-in with an armband to be in pits.

Walk-thru

- Show drivers how to enter the track.
- Proper line around the track.
- Exiting the track from high line with hand signal.
- Pit Safety
- Entering at a safe speed.
- Handlers beware of cars on pit row.

Strap Drivers in Cars

- Check helmet fit.
- Be sure belts are tight, and that driver can see.
- Be sure the driver can reach and operate the on/off switch without looking and understands its use.
- Verify that the driver does not have gum/ candy in their mouth.
- Show how to “Safety” driver before sending out.

Simulated Lap

- Entering and exiting track, stopping in the pits.
- Gently roll the car on its side, be sure the driver keeps their hands on the steering wheel.
- Be sure driver understands that they cannot hold car up.
- Enter and exit track.
- Go to scales.
- Scale Car
- Red Rookie - 5-16 years old, 265 pounds with fully suited driver.
- Blue Rookie - 5-16 years old, 265 pounds with fully suited driver.

Question and Answer

SESSION TWO

Review Flags and Track Safety

Signals

- Fingers drawn across the throat - **turn off switch and stop.**
- Hand or rolled flag held flat in downward motion - **slow down.**
- Handheld flat in upward motion, finger in a circular motion or rolled flag moved in a circular motion - **speed up.**
- Arms extended outward in an opening and closing motion – **get closer to the car in front of you (pack up)**
- Finger pointed to top of head - **think about what you are doing**
- Hand or flag pointed to rear end - **go to back of pack.**

Set-up Cones

Individual Laps with Cones - Start and Stop on Track

- Properly strap driver in car and be sure brakes work properly.
- Tap driver on head to switch on.
- Correct line.
- Obeying flagger and signals.
- Give driver red flag to verify that they know what to do, including on/ off switch by feel.

Individual Laps - Entering and Exiting

- Obey flags/ signals.
- Accident avoidance via cone throw.
- Use hand signal when exiting.
- Slow down on pit row.
- Stay on track if you have no brakes. Use switch.

Line-up Instruction

- Hot laps - single file
- Hot laps - double file
- Restarts

Question & Answer

SESSION THREE

Review

- Flags and signals
- Entering and exiting

Go Over NASCAR/USAC and NCQMA Rules

- Refer to document below
- Chief Stewarding / Flagger / Corner Workers (Spotters)
- Signaling driver
- No filming in hot chute

Volunteering Responsibilities

- Work detail / Opening and closing duties – See policy to avoid fines.
- Chief Steward - Learn procedures and rules. Be on time when assigned to keep the show moving along.
- Corner Worker for Child's Race – Turns #1 thru #4 based on starting position. Be safe. No stop watches, cameras, or cell phones. Work together and help each other. Be animated when trouble occurs. Always protect your fellow corner worker.
- Corner/Turn Workers/Spotters - Turns #1/2 and turns #3/#4 - Responsibility includes watching for track incidents in the assigned corner and assist Chief Steward with calls if needed.
- Safety Checks – Learn pit stewarding procedures. Check each car and driver carefully for seat belt snugness, brakes, wrist restraints, and transponder.
- RaceCeiver – Runs the RaceCeiver during the race – works with the flagger and Chief Steward. Talks with the kids.
- Tower – Learn how to score races and other tower duties (lap car flipper). Learning to score will help your understanding of line-ups and finishing order.

Corner Working Safety and Responsibilities

- Wait for caution before going over wall.
- Do not try to stop a car.
- Protect other corner workers.
- Avoid having too many people on track at one time.

Multi-Car Practice with Cones

Patience with your Driver

Line-up for Green Flag Start

Run through various scenarios to instill understanding.

Multi-car Practice without Cones for Green Flag Starts

Role of Pole Sitter

Switch Drivers by Flagger

Question & Answer

SESSION FOUR

Review

- Flags and signals
- Entering and exiting the track
- Lining-up

Line-up Practice

- Starts

Mock Race

Question and Answer

Homework: Keep reviewing and encourage your driver!

***Advance Rookie Technique Topics:**

Passing Practice - 2 or more cars needed, passes are to be made on the inside, see Rookie director for further information (As your driver progresses)

SEE YOU AT THE RACES!



2025 RACE SCHEDULE

FEBRUARY		MARCH		APRIL	
1/2		1/2	ARRIVE & DRIVE SWAP MEET	5/6	DIXIE - NORTH GA
8/9		8/9	SC - MUSIC CITY ICEBREAKER	12/13	CHAMP SERIES #2 (HEATS)
15/16		15/16	WORK DAY <small>NYS - VEGAS</small>	19/20	CAROLINA CLASH
22/23	DIXIE - SPACE COAST	22/23	CHAMP SERIES #1 (BATCH)	26/27	<small>NYS - TALLADEGA</small>
		29/30			
MAY		JUNE		JULY	
3/4		7/8	CHAMP RAIN DATE	5/6	SUMMER BREAK <small>NYS - INDY</small>
10/11	ARRIVE & DRIVE CHAMP SERIES #3 (H)	14/15	<small>NYS - WALL</small>	12/13	SUMMER BREAK
17/18	DIXIE - NASHVILLE	21/22	CHAMP SERIES #6 (SINGLE CAR QUAL)	19/20	CHAMP SERIES #7 (B) UNDER THE LIGHTS
24/25		28/29	SUMMER BREAK	26/27	<small>NYS - WASHINGTON</small>
31/1	CHAMP SERIES #4/5 (B)				
AUGUST		SEPTEMBER		OCTOBER	
2/3	CHAMP SERIES #8 (H)	6/7		4/5	<small>NYS - CHARLOTTE</small>
9/10	ARRIVE & DRIVE	13/14	NGQMA - COTTON CLASSIC WORK DAY	11/12	POSSIBLE ARRIVE & DRIVE
16/17	<small>NYS - RICHMOND</small>	20/21	CHAMP SERIES #10 (H)	18/19	<small>NYS - TOPEKA</small> CHAMP SERIES #11 (SC)
23/24	CHAMP SERIES #9 (B)	27/28	DIXIE - NCQMA	25/26	CHAMP SERIES #12 (B)
30/31	DIXIE - HUNTSVILLE				
NOVEMBER		CHAMPIONSHIP SERIES (12 RACES / 3 DROPS)			
1/2	DIXIE - SMYRNA	SUMMER SERIES RACES (7 RACES/2 DROPS - RAIN DATE - AUG. 21) JUNE 5, JUNE 11, JUNE 19, JULY 17, JULY 23, JULY 31, AUGUST 6 <hr/> CUP RACE SCHEDULE 160 - MAY 10 HONDA - JUNE 21 ANIMAL/WF - AUG. 2 ROOKIE - AUG. 23 <hr/> CLUB MEETING SCHEDULE JAN. 22 (ZOOM) FEB. 19 (ZOOM) MAR. 22 (IN PERSON) APRIL 15 (ZOOM) MAY 21 (ZOOM) JUNE 21 (IP) JULY 19 (IP) AUG. 20 (ZOOM) SEPT. 20 (IP) OCT. 25 (IP)			
8/9	CHAMP RAIN DATE				
15/16					
22/23					
29/30	HUNTSVILLE - TURKEY GOBBLER				

Typical Race Day Schedule & Times

Saturday Schedule *(Unless Otherwise Noted)*

Friday – Open practice until 10pm.

8:00AM - 9:00AM: Open practice

8:45AM - 9:30AM: Mandatory check in inside the tower / Sign up for volunteer positions

9:40AM: Drivers/Handlers meeting in the hot chute

Opening Ceremonies

Qualifying/Heat Races

Short Break

Lower Mains

Lunch Break

A Mains

Summer Series Schedule *(Unless Otherwise Noted)*

5:20PM: Practice Ends

5PM - 5:45PM: Mandatory check in inside the tower / Sign up for volunteer positions

6:00PM: Drivers/Handlers meeting in the hot chute

Opening Ceremonies

A Mains

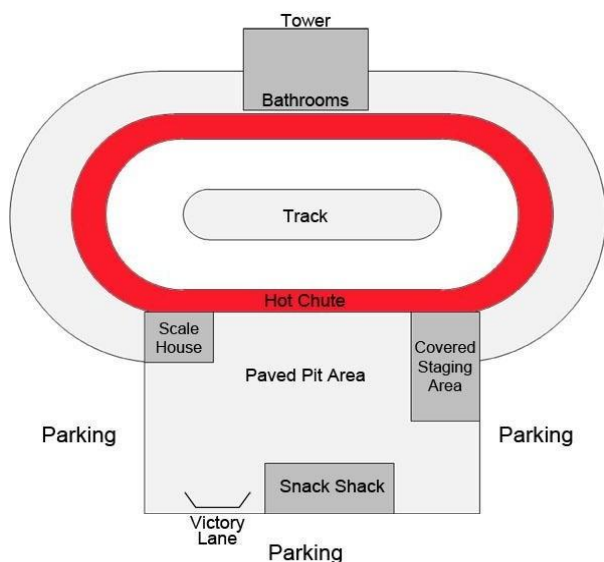
NCQMA Basic/General Rules

NASCAR YOUTH/USAC RULE BOOK

USAC/NASCAR Youth Series Raceday rules apply to NCQMA club races. Always refer to the current NASCAR Youth/USAC Rulebook for complete rules and regulations. This can be found on NASCARYouth.com

TRACK LAYOUT

Please make yourself familiar with the layout and building names of the NCQMA facility below:



ALCOHOL

Alcohol consumption is prohibited from the time that race day registration opens until completion of racing.

BIKES/SCOOTER RULES

- Bicycles, scooters, skateboards, etc. are **not** allowed on the track until all racing is completed and tech director has cleared the track. Tech director will make announcement when track is clear.
- Bicycles, scooters, skateboards, etc. **are not allowed anywhere inside the fenced in area**, including the hot chute, the covered staging area, and any other areas where signs are designated during practice and/or racing. **This includes during private practice days.**
- No motorized scooters/bikes/hoverboards/carts (2 or 4 wheel) of any kind are permitted on the grounds of NCQMA.
- Anyone riding bicycles, scooters, skateboards, etc. **MUST ALWAYS HAVE A HELMET ON**, NO EXCEPTIONS. Failure to do so could result in loss of privilege to ride.

CLASS PROGRESSION & "MOVE UP"

If you wish to move your NCQMA driver to a new class (Red to Blue or Blue to Competitive Classes), you **MUST** fill out the "Rookie Move-Up" form at least 2 races prior to your requested date of move up to allow for your driver to be watched closely during the next races. Your request will be reviewed by the Rookie Director in consultation with the NCQMA President and Vice President. You will be notified if you are approved to move up. If you are not approved, you will be given what exactly needs to be worked on or improved before you can move up to the next class. *Please note that approval to move to competitive classes given from another track does not indicate automatic approval to*

move up to competitive classes at NCQMA. Only your "home track" can make the decision on move-up eligibility, which includes a desire to move up at regional or national races.

NON-NCQMA MEMBERS

Only NCQMA members receive the gate code, are awarded points for race finishes, and receive a vote at track meetings.

Any family that is a member of USAC/NASCAR Youth Series and a member of any other USAC sanctioned track may race at NCQMA, by paying regular race registration fees. Proof of USAC membership must be presented at race registration.

2025 NCQMA PARKING RULES

- **NEW FOR 2025** - NCQMA will update its reserved parking policies to better accommodate our growing membership. Full-time club members may purchase parking spots equal to the number of cars they race as a family, with a maximum of four spots per family, regardless of the total number of cars raced. For example: If you race 3 three cars, you may purchase up to three spots. If you race five cars, you may purchase a maximum of four spots. This policy applies only to members purchasing new spots or relocating for the 2025 season. Members who retain their current parking locations or have more spots than cars they race will be grandfathered in under the new rule. Additionally, members racing one car will be allowed to reserve up to two spots to allow for future growth.
- **NEW FOR 2025** – Premium Parking Eligibility - Members with premium parking spots in 2025 **MUST** participate for points in the Championship Series (Saturday Series) to be eligible for renewal of those spots in the 2026 season. This requirement is mandatory.
- To retain your reserved parking spot(s) for the 2026 season, members **MUST** participate in a minimum of **five TOTAL races from the Championship and/or Summer Series during the 2025 season**. This Requirement represents 25% of the combined total races for the entire season.
- Members of the Board of Directors will get the first opportunity for parking eligibility each year.
- Premium Spots: All trailers must be **UNPLUGGED** or dropped to 30AMPS when they are not being occupied. If you leave the track without unplugging or lowering your to 30AMPS, it will be done for you or **UNPLUGGED**.
- Slides/awnings must be in on all Trailers/RVs and belongings picked up after the end of the race weekend.
- NCQMA is not responsible for lost, stolen, or damaged trailers, RVs, quarter midgets, or other member property.
- Members are responsible for moving any trailers/RVs in their parking spot before mowing at the track or must mow/trim their parking spot themselves. Members will be notified of when mowing is scheduled via the member chat. If you do not adhere to the parking spot maintenance requirements, you will be given a warning. Failure to maintain parking spot after your warning will result in a \$20 fine per offense that will be assessed at the following club race, and you will forfeit your right to renew that spot in the 2026 race season. If fine it not paid, your driver is subject to not being allowed to compete.
- Members are responsible for keeping their reserved parking/pit area clean and free of trash and debris.
- At the end of the 2025 race season, Trailers/RVs need to be moved off the grass and in designated "off season" parking area. Please contact the track director at the end of the season if you need "off season" parking.
- If you will not be using your designated parking space for more than 3 consecutive club race events, you will be asked to move your trailer to a designated area on-site so your pit space can be utilized by others racing.

RETIREMENT REQUIREMENTS

A driver must compete in a competitive class for at least one point-eligible year, or they must reach the age of 17 years old while racing in a competitive class to be considered eligible to “retire”.

END OF YEAR TROPHIES

Rookie drivers participating in at least three (3) Championship Series and/or Summer Series races will receive a rookie recognition trophy at the season-ending banquet. The number of races may be combined between the Championship Series and Summer Series to meet the minimum race participation requirement.

If a driver raced in both the rookie and competitive classes and between the two (2) classes meets the minimum rookie participation requirement of three (3) races, that member will receive a competitive class recognition trophy in the competitive class in which they finished the season. Rookie drivers finishing the year in multiple competitive classes will only receive one (1) recognition trophy but will be called to stand with the drivers in all competitive classes in which they participated.

If a driver changes classes during the season and at year end has met the minimum race participation requirement between the two (2) classes, the driver will receive a participation trophy for the class in which he/she completed the season.

NCQMA Race Day Info / Rules

DRIVER & HANDLER MEETING

Drivers and **at least one handler from each family** must be present at the Driver/Handler meeting. Random roll call may be taken. If the driver or handler called upon is not present, the driver will start at the back of the field in the heat race and receive no passing points or, when batch or single car qualifying, will start at the back of the field in the main event for the class for which roll was called.

FM RADIO FREQUENCY

NCQMA utilizes a radio frequency – 90.9 – for PA announcements and info.

HOT CHUTE/STAGING RULES

- No one under the age of 16 years old (drivers included), is allowed in the hot chute area while cars are on the track at any time. See USAC/NASCAR Race Procedures for specific exceptions. Only handlers that are USAC/NASCAR Youth Series members and have signed the insurance waiver and received a wristband are allowed in the hot chute area.
- There will be no smoking/vaping in the vicinity of the track, and should be done in designated smoking areas, behind the tower.
- Absolutely, no open toed shoes are allowed in the hot chute or on the racing surface. Close-toed shoes only.
- There is to be no running of engines or fueling under the covered staging area.
- **There will be two (2) line-up lanes in the covered staging area. The next class needs to be on the ground, lined up in a lane and ready to go before the checkered flag of the race currently on the track. When the tower calls out "ready to race," cars will be pushed off regardless of if everyone is ready, with the exception of those having safety issues (i.e. raceiever not working) or if they just got out of the car in another class. If you are late, you will lose your starting position. Cars not yet called to the staging lanes should be parked in the paved pit area and not inside the covered staging area.**
- Pit carts must be removed from the covered staging area after a car is in line on the ground.
- Using the covered staging area as a pit area is not permitted.
- After practice or racing is over, all cars must exit the hot chute area and proceed into the pit area.

VOLUNTEERING/RACE OFFICIATING

- The Chief Steward will officiate the races from the tower or a location they deem acceptable.
- Handlers from the first four starters in each race (the cars utilizing paper 1 through 4) must work corresponding corner during their race (i.e. the handler for car number one works the first corner, car number two works the second turn, etc.)
- All handlers entering the track surface **MUST** wear a bright colored shirt or a safety vest.
- **Please limit the number of handlers on track for rookie races to help eliminate confusion. Only enter the track if needed.**
- Handlers are not permitted to approach the race director, corner workers and/or flagger during green flag conditions.
- **AT NO POINT IN TIME ARE YOU ALLOWED TO GO INTO THE TOWER TO QUESTION A CALL OR TO APPROACH THE FLAGGER. DOING SO MAY RESULT IN IMMEDIATE EJECTION FROM THE FACILITY.**
- **THE CHIEF STEWARD ADVOCATES – JEREMY TROIANO/JESS ALBRIGHT/TERRY BREWER**
 - Will be your point of contact for issues with race calls. Race directors are not to be approached at any point on a race day, including after the race, with disgruntled issues about a call made during a race.
 - Corner workers/spotters may **ONLY** be approached for clarification to a call. If yelling, cursing or any

otherwise negative behavior occurs, that person is subject to disciplinary action.

- After at least 24 hours, the concerned handler can contact the advocate with information about their concern. Such as:
 - Video of the incident
 - What they think happened
 - What race and what race director
 - Etc.
- The advocate can discuss the call with the concerned handler and perhaps help them understand why a call went one way or another.
- While this will not change the outcome of a call or a race, if the advocate deems a mistake was made, they can then use the evidence to coach race directors, building their competency and thus leading to better officiating in opposition to being yelled at and resulting in refusing to volunteer further.

Track Practice Rules

NCQMA members MUST sign-in using the “Practice Sign-In QR Code” located in the Scale House when practicing and put out fire extinguishers while cars are on the track. NO EXCEPTIONS!

Open track practice will be free for NCQMA members ONLY. Open practice will be offered to non-NCQMA members for a fee of \$100 per day and must be arranged at least 3 days in advance with the NCQMA Board of Directors.

Practice Hours:

Mon-Tues-Thurs-Fri-Sat	9:00 AM – until dark
Wed	9:00 AM – until dark No Mod/World Formula after 5pm
Fri during scheduled events	Ends at 10:00PM
Saturday after scheduled events	Ends at 10:00PM
Sun	12:00 PM – 5:00 PM

These are the **only** open practice times unless posted otherwise on the website.

Practice is allowed during daylight hours only and overhead track lighting **CANNOT** be used for practice except for Friday nights before scheduled events, during which the track lighting may be used. Friday night practice will end at 10:00PM.

When there are more than three (3) cars on the racetrack, a flagman is required. Caution lights may be used during practice sessions. **If caution lights are turned on during practice, please make sure they are turned off when you leave.**

There is NO parking inside the fence on the paved pit area. NO EXCEPTIONS.

Each regular NCQMA member family will receive a code that permits access to the following:

- Track entrance gate
- Restrooms
- Scale house

The code is to only be used by the family to whom it is registered. Members are NOT allowed to give the code out to non-members. **Allowing a non-member to access the facility by code can result in punishment, including loss of membership privileges.**

Adults are not permitted to operate any vehicles (personally owned quarter midgets, track-owned quarter midgets or personal motorized equipment) on the track at any time unless under official race capacity (i.e. Mom’s race).

No one is allowed to use the track-owned quarter midgets without prior approval from the NCMQA President or a member of the NCQMA Board.

If you clean tires in the staging area please use a bucket for rubber, do not leave scraps on the concrete.

Anyone practicing will be responsible for any damage(s) done during his/her practice session. **If any damage to the track is sustained, please contact the NCQMA President or Vice President immediately.**

Time Limit Policy

Due to certain situations including, but not limited to, inclement weather, time constraints, and large car counts, NCQMA may need to impose time limits on races.

- Time limits will be communicated at the Driver/Handler Meeting or via WhatsApp or other communication methods by a member of the BOD as soon as a decision is made
- In the event of inclement weather, time limit adjustments may be made throughout the day and communicated by the BOD.
- Time limits may be adjusted or removed during the race event but will remain the same for all heat races or similar group of main event races.
- The NCQMA time clock is located on the scoring tower building.
- The time clock will be started at the initial green flag start of a race.
- In a race, the time clock will be stopped under red flag conditions but will not be stopped under yellow flag conditions.
- If the time limit expires under green flag conditions:
 - The race will end at the next flag, either the checkered flag or yellow flag.
 - If a 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 strike will be placed in their appropriate position.
 - Once cars are in the correct order, the checkered flag will be displayed, and the race is officially over.
- If the time limit expires under yellow flag conditions:
 - The race will be restarted.
 - The race will end at the next flag, either the checkered flag or yellow flag.
 - If a 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 strike will be placed in their appropriate position.
 - Once cars are in the correct order, the checkered flag will be displayed, and the race is officially over.

If you have any questions about this policy or require further clarification, please see the NCQMA President.

NOTE: All NCQMA Rules are Subject to change

REVISED: 01/21/2025

Championship Series Rules & Format

NCQMA has two separate and distinct point series, the Championship Series and the Summer Series. To be eligible to accumulate points for either series, the participant must be a member of NCQMA and in good standing. If an individual becomes a member of NCQMA after a series has begun, points will begin accumulating at the next series event.

SERIES FORMAT

The Championship Series will consist of twelve (12) scheduled races with three (3) drops with a variety of race formats, including heat races with passing points, batch qualifying and single car qualifying events. Drivers must sign-in and participate in nine (9) of the twelve (12) events in their class to qualify for year-end awards. Points from different classes or divisions may not be combined. **If events are not able to be completed (rain out or not enough cars registered in a class to qualify for points), please see the below grid for number of drops allowed:**

Number of Races	Number of Races needed to be points eligible
12	9
11	8
10	7
9	6
8	6
7	6
6	6

RACE ORDER

Standard class race order will be as follows:

- Lt. World,
- Hvy. World
- Red Rookie
- Jr 160
- Lt 160
- Hvy. 160
- Blue Rookie
- Jr Honda
- Sr Honda
- Hvy Honda
- Jr Animal
- Sr Animal
- Unr Animal.

Race order is subject to change at BOD discretion.

REGISTRATION

- Registration and mandatory check-ins will take place in the tower on race day at the pre-scheduled time as indicated in the race day email sent out each week. Any adjustments to registration/check in will be posted on WhatsApp.
- Drivers and at least one handler from each entered family MUST report to registration/mandatory check in to

participate in pill draw (if applicable), receive their arm bands and sign up for volunteer positions. A minimum of two volunteer positions are required for each family on each race day.

- Arm bands MUST be worn at all times on race days.

INCLEMENT WEATHER

In the event of inclement weather, the NCQMA BOD will send a mass email, WhatsApp and/or utilize social media (Facebook) indicating if there is a delay, change in schedule, change in format or if racing has been cancelled or not. If the message does not state that racing has been cancelled, assume that we will be attempting to race. The BOD has the right to change schedule at their discretion as deemed appropriate.

If the race day is cancelled, the BOD reserves the right to reschedule the race if there is a rain date available. If the race day is shortened due to inclement weather, the points policy for rain shortened events will be used. Please refer to the NASCAR Rule Book for rain policy.

TRANSPONDERS

- We will utilize the MyRacePass system and transponders are required for all club events for qualifying, heats, lowers and mains.
- *Electronic scoring will not determine a race finish, and manual scorers will still be used in the tower for all races.*
- Transponders **MUST** be MyLaps compatible transponders
- For those who do not own a transponder, rentals will be available from the tower during registration.
- Location of the transponder must be: From the front bumper to the front of the transponder, 36 inches minimum to 44 inches maximum, either left or right side, no greater than 8 inches from the bottom frame rail to the top of transponder on the outside of the car but within the nerf bars. **OUTSIDE MOUNTING ONLY.**
- If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number into the computer system for restarts, lineups and results.
- During Heats, Lower, and Mains - Any car which enters the track **WITHOUT** a transponder will be sent to the pits to have one placed on the car. They will have until the end of the warm-up to make it to the out-late line and still retain their starting position. If they do not make it to the out-late line (as defined by NCQMA – “down and rolling”) by the end of warm-ups, they will go to the tail of the field. If they do not make it before the line-up is correct, they may use the five (5) lap work rule to complete their work. Race Director & spotters would make determination on if the offending car made it out and will return to the track.
- Separate rules apply for single car/batch qualifying – please refer to the NCQMA 2025 Qualifying and Heat Race Rule documents.
- A car which enters the track with a transponder on the car, but stops working or doesn't read, that car will be pulled to the side of the track and the transponder will be replaced with a working transponder. They will retain their position.

LINE UPS

- The maximum number of cars per class will follow USAC rules.
- Line-ups for all classes will be created based upon scheduled format, including heat races, batch qualifying or single car qualifying. See the 2025 race schedule will determine the qualifying type for each race. **The BOD has the discretion to change the race day format due to weather, timing or other issues.**
- Random pill draw will be used to set qualifying order and heat race line-ups. The heat race pill draw will be done at registration on race day. If you are not present for registration, your pill will be pulled for you by a member of the tower staff. Pill draw for qualifying may be done the night before a race event at the BOD discretion and will be available to see during registration.
- **Pill draw will be done via MyRacePass.**
- Track Records will be open only on “Batch” and “Single Car” qualifying days.

- For more information, read the Qualifying/Heat Race rules section below.

LAP COUNTS

The following lap counts will be used for all local NCQMA point series races; however, the number of laps, race order, and time limits may be adjusted at the Chief Steward's and/or BOD's discretion.

CLASS	DIVISION	HEATS	LOWER MAINS	B MAIN	A MAIN	CUP RACES
Time Limits		15 minutes	20 minutes	20 minutes	Rookies Only*	
Rookie	Red	10	---	---	20*	n/a
Rookie	Blue	10	---	---	20*	n/a
Honda 120	Senior	20	25	25	40	40
Honda 120	Junior	15	20	20	30	40
Honda 120	Heavy	20	25	25	40	40
Animal	Senior	20	25	25	40	40
Animal	Junior	15	20	20	30	40
World Formula		20	25	25	40	40
Honda 160	Junior	15	20	20	30	40
Honda 160	Light	20	25	25	40	40
Honda 160	Heavy	20	25	25	40	40

TIME LIMITS

For the Championship Series, **ALL** rookie mains will have a 20-minute time limit. More detailed time limit rules can be found in the NCQMA General Rules document.

POINTS

- Rookies will not be awarded points for finishing positions since the Rookie class is considered a noncompetitive, learning class.
- **Competitive classes: three cars or more must take the green flag in the A feature to earn points.**
- **The Carolina Clash and Dixie Shootout will be non-points events.**
- No extra points will be awarded for fast time or heat race wins.
- Points will be awarded to NCQMA drivers participating in competitive classes based upon finishing position and reasonings as delineated in the tables below:

All Classes with at least 10 cars Batch Qualifying – Transfer 6, Invert Per Dice Roll Single Car Qualifying – Transfer 6, No inversion Heat Races – Transfer top 6, No Inversions Maximum # of Cars in A Main Will Follow USAC Rules	
Finishing Position	Points Awarded
1	60
2	57
3	54
4	51
5	48
6	45

7	42
8	39
9	36
10	33
NOTE: 1 st thru 10 th Place decrease by 3 points.	
11	31
12	29
13	27
14	25
NOTE: 11 th thru Last Place points decrease by 2 points.	

Code	Situation	Action
----	Engine Change	Starts at tail of next race in order of engine change. Award points based upon finishing position. *
DNF	Did Not Finish, including Strikes	Award points based upon finishing position.
DQ	Mechanical	Award points based upon finishing position.
DQ	Safety (loss of safety item, does not conform to safety form)	Award points based upon finishing position.
DQ	Flagrant Call	Award points based upon finishing position.
DQ	Illegal (engine/tech item)	Award NO race points. Subject to suspension rules. Illegal engine/tires/fuel cannot be used as a drop. Can be referred to the BOD
DQ	Unsportsmanlike Conduct	Award NO race points, plus any additional penalties for this action. Cannot be used as a drop.
DNS	Did Not Start Attempted, but did not take green flag.	Award points based upon finishing position.

DNA	Did Not Attempt	Award NO race points if driver registered but did not qualify or heat race. OR will receive last place points if driver participated in qualifying or heat race for that class and event.
DNTA	Failure to Participate in Tech – Drop Allowed	Award NO race points/DQ. May be used as a drop. Decision will be at Tech Director’s discretion and can be referred to the BOD
BOD	Refuse to Participate in Tech – No Drop Allowed	Award NO race points/DQ. May NOT be used as a drop. Decision will be at Tech Director’s discretion and can be referred to the BOD Refusal of Tech could result up to 30-day suspension.

*Original engine subject to inspection at discretion of the Tech Director.

SEASON-LONG POINTS TIEBREAKERS

Tie breakers will be determined by the following:

- 1st Tie Breaker: Number of A Main wins.
- 2nd Tie Breaker: Number of A Main 2nd place finishes.
- 3rd Tie Breaker: Number of A Main 3rd place finishes.
- Etc.
- In the event of a tie, the best dropped finish will be considered as a tie breaker.

RAIN OUT POLICIES

NCQMA will follow the following procedure for events shortened by rain.

- If an entire event is rained out, the BOD reserves the right to reschedule the race if there is an available rain date.
- NCQMA will follow the NASCAR Youth Series Rulebook for rain outs and points awarded.

TIRES AND TIRE IMPOUND

- As per the USAC rule change the A35 tire will be required at the club level in all classes.
- The following classes will abide by a tire impound rule as stated (special events are not included in the impound rule):
 - Jr. Honda, Jr. Animal and Jr.160 - 3 races
 - Sr. Honda and Lt. 160 – 3 races
 - Heavy Honda - 3 races
 - Sr. Animal – 2 races
- Right sides only impounded.
- At the start of your first race, you are not responsible for anything until the race is over. After the A-main, you will roll across scales and **ALL RIGHT-SIDE TIRES from impounded classes need to be turned into the**

tech room (or snack shack deck) after your race has been completed BEFORE YOU LEAVE THE TECH AREA. You may wrap the tires if you would like. FAILURE TO TURN IN YOUR TIRES WILL RESULT IN A DQ FOR THE RACE.

- At the end of the race day, we will stamp/mark tires, and store tires in a temperature controlled and locked building until the next points race.
- At the announced time during the next points race, you will pick up your tires and can bring back to your trailer for the race day. If you want to practice on them, you may do so. Impounded tires MUST be used in qualifying, Heat races and A mains.
- You are allowed to flip tires on wheels.
- If you have a flat during the race you are allowed to change the tire and continue. At the end of the race day, you will need to present a tire to replace the tire that was flat. It will carry out you impound rotation (example: if you are in Jr and have a RF flat on the second race, the RF you turn in for the next race will go one more race to complete your 3-race rotation)
- If a flat tire happens after the race, when the cars aren't on the track, and it is determined by race officials to be self-inflicted, it will be a 20-point penalty and will result a tail of the field start at the next race day.
- A bent wheel can be replaced utilizing the same tire that came off the wheel. This must be approved by the tech director prior to replacing.
- New right-side tires are allowed for Cup races, and the last points race of the season.
 - If you utilize new tires at a Cup race, the next race you will continue with your set that was in impound. You will never have two sets of tires in impound except for during the summer when you have a Championships Series set, and a Summer Series set.
- To get your tires stamped, you need to be pushed off and attempt to take the green flag for the A main.
 - If you are knocked out in a lower main or fail to start the A-Main, it DOES NOT count against your three-races.
- If the wrong tires are used for qualifying or heat race, you will start at the tail of the lowest main.
- If the wrong tires are on for the A main, it's a race day disqualification and receive no points for the day.
- Tires can be run longer than the number of impound races. A new set will then reset the impound rules.
- Impounding doesn't mean the tech director will not still check for tampered tires. Tires can be checked, cut and sent off for sampling at any time.
- If you have any questions regarding the tire impound, please direct them to Jeremy Carter (865) 384-2134 or Travis Sullivan (209) 640-0178

NCQMA Qualifying/Heat Race Rules

GENERAL QUALIFYING INFORMATION

- The Championship Series feature lineups will be set via a variety of race formats, including heat races with passing points, batch qualifying, and single car qualifying events.
- Track Records will be open only on “Batch” and “Single Car” qualifying days on Championship Series only.
- During batch or single car qualifying, pill drawn numbers will be used to determine qualifying order. Pill draw will be done via MyRacePass.
- Pill draw for qualifying may be done the night before a race event at the BOD discretion and will be available to see during registration.
- In qualifying, the car with the lowest number drawn will qualify first and the car with the highest number will qualify last. Batch qualifying groups will be split evenly based on number of cars entered, with no more than four (4) cars on the track at one time.
- When creating main event line-ups from batch and single car qualifying results, the top six (6) fastest qualifiers go straight to the A Main pending tech. The remainder will be seeded into lower mains.
- Line-ups for the lower mains will start straight up (not inverted), and all transfers from lower mains will be gridded based off their finishing positions in the lower mains.
- After batch qualifying is concluded, a dice roll will determine if there will be an invert of the top five qualifiers. If a one (1) or six (6) are rolled, there will be no invert. If there are fewer number of cars in the class than number rolled on dice, there will still be an inversion. Example, 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.
- There will be no inversion of rookie classes.
- There is no inversion when Single car qualifying.
- There is no inversion during Cup races, regardless of qualifying type.
- Driver must attempt to qualify to be part of invert.
- If qualifying during double-header weekends, the fastest qualifying lap will be used to set the first set of main events (lower and A-Mains), while a driver’s second-fastest qualifying lap will be used to set the second set of main events (lower and A-Mains).
- The BOD reserves the right to change a race format (heat races, qualifying, etc.) due to car count, weather delays or other reasoning – and will be announced by the end of registration.

TRANSPONDER RULES FOR BATCH AND SINGLE-CAR QUALIFYING

- We will utilize the MyRacePass system and transponders are required for qualifying.
- Transponders MUST be MyLaps compatible transponders.
- It is the handler’s responsibility to make sure the personal owned transponder is charged and properly secured to the car.
- In batch qualifying, the green will not be thrown until the tower confirms all cars’ transponders are working properly.
- 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.
- If there is an error in the reading of the transponder with the scoring system, the session will be red flagged, and cars will be 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 cars to get warmed-up and qualifying laps completed.
- If the issue is not caught before the car leaves the track, the car will be allowed to re-qualify (in batch qualifying,

during the next group and in single car qualifying, after the next two cars), but no adjustments may be made prior to re-qualifying.

- If a 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. Competitors 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.

BATCH QUALIFYING

- Batch Qualifying will consist of a maximum of 4 cars on the track at the same time for 90 seconds.
- Each lap will be recorded once the green flag is shown, 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 been shown to begin the 90 second qualifying session.
- During 1st yellow or red flag conditions, the clock will be stopped. The clock will not stop for any subsequent yellow or red flag. Handlers are encouraged to quickly get on the track and push off their car to allow for maximum green-flag time.
- 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 drops fluids on the track, a red flag will be thrown, and the clock will be stopped to determine which car has dropped the fluids. The offending car will be black flagged and 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 pit road/the hot chute during the 90 second qualifying session, his/her qualifying session is over. No changes can be made to the car during the 90 second qualifying run.

HEAT RACES

- The heat race pill draw will be done at registration on race day. If you are not present for registration, your pill will be pulled for you by a member of the tower staff. Pill draw for qualifying may be done the night before a race event at the BOD discretion and will be available to see during registration.
- Pill draw will be done via MyRacePass.

- 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 per the NASCAR Youth Series rulebook.
- 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.

		Starting Position									
		1	2	3	4	5	6	7	8		
Finishing Position	1	55	56	57	58	59	60	61	62	1	Finishing Position
	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.

Summer Series Rules & Format

NCQMA has two separate and distinct point series, the Championship Series and the Summer Series. To be eligible to accumulate points for either series, the participant must be a member of NCQMA and in good standing. If an individual becomes a member of NCQMA after a series has begun, points will begin accumulating at the next series event.

SERIES FORMAT

The Summer Series will consist of seven (7) scheduled races with two (2) drops. Drivers must sign-in and participate in five (5) of the seven (7) events in their class to qualify for year-end awards. Points from different classes or divisions may not be combined. If only six (6) events are run, then drivers must participate in five (5). If only five (5) events are run, then drivers must participate in all five (5) events.

RACE ORDER

Standard class race order will be as follows:

- Lt. World,
- Hvy. World
- Red Rookie
- Jr 160
- Lt 160
- Hvy. 160
- Blue Rookie
- Jr Honda
- Sr Honda
- Hvy Honda
- Jr Animal
- Sr Animal
- Unr Animal.

Race order is subject to change at BOD discretion.

REGISTRATION

- Registration and mandatory check-ins will take place in the tower on race day at the pre-scheduled time as indicated in the race day email sent out each week. Any adjustments to registration/check in will be posted on WhatsApp.
- Drivers and at least one handler from each entered family MUST report to registration/mandatory check in to participate in pill draw (if applicable), receive their arm bands and sign up for volunteer positions. A minimum of two volunteer positions are required for each family on each race day.
- Arm bands MUST be worn at all times on race days.

INCLEMENT WEATHER

In the event of inclement weather, the NCQMA BOD will send a mass email, WhatsApp and/or utilize social media (Facebook) indicating if there is a delay, change in schedule, change in format or if racing has been cancelled or not. If the message does not state that racing has been cancelled, assume that we will be attempting to race. The BOD has the right to change schedule at their discretion as deemed appropriate.

If the race day is cancelled, the BOD reserves the right to reschedule the race if there is a rain date available. If the race day is shortened due to inclement weather, the points policy for rain shortened events will be used. Please refer to the NASCAR Rule Book for rain policy.

LINE UPS

- The maximum number of cars per class will follow USAC rules unless classes have split her the below rules.

- Line-ups for all classes will be created based upon random pill draw. Pill draw will be done via MyRacePass. The car with the lowest number will start on the pole and the car with the highest number will start last.
- Junior classes that have over 10 entries will be split into two (or more) main events. All Senior and Heavy classes having more than 12 entries will be split into two (or more) main events. Full points will be awarded for both A Mains.
- If mains need to be split during the final two races, the feature races will be split into two races, with the first featuring the top cars in points and the remainder of cars filling out the second race. Example: if there are 14 entries, the first race would include the top 7 in points, while the second race would include the 7 in points.
- Line-Ups will be created using the series 2-drop policy (drop used will be solely for line-up purposes and may not necessarily be the final drop used for final point standings)

TRANSPONDERS

- We will utilize the MyRacePass system and transponders are required for all club events for qualifying, heats, lowers and mains.
- *Electronic scoring will not determine a race finish, and manual scorers will still be used in the tower for all races.*
- Transponders MUST be MyLaps compatible transponders
- For those who do not own a transponder, rentals will be available from the tower during registration.
- Location of the transponder must be: From the front bumper to the front of the transponder, 36 inches minimum to 44 inches maximum, either left or right side, no greater than 8 inches from the bottom frame rail to the top of transponder on the outside of the car but within the nerf bars. **OUTSIDE MOUNTING ONLY.**
- If a transponder falls off or stops reading during a race, the manual scorers will continue to score the car and the person running the computer will manually enter that car number into the computer system for restarts, lineups and results.
- During Heats, Lower, and Mains - Any car which enters the track **WITHOUT** a transponder will be sent to the pits to have one placed on the car. They will have until the end of the warm-up to make it to the out-late line and still retain their starting position. If they do not make it to the out-late line (as defined by NCQMA – “down and rolling”) by the end of warm-ups, they will go to the tail of the field. If they do not make it before the line-up is correct, they may use the five (5) lap work rule to complete their work. Race Director & spotters would make determination on if the offending car made it out and will return to the track.
- Separate rules apply for single car/batch qualifying – please refer to the NCQMA 2025 Qualifying and Heat Race Rules.
- A car which enters the track with a transponder on the car, but stops working or doesn’t read, that car will be pulled to the side of the track and the transponder will be replaced with a working transponder. They will retain their position.

LAP COUNTS

The following lap counts will be used for all local NCQMA point series races; however, the number of laps, race order, and time limits may be adjusted at the Chief Steward’s and/or BOD’s discretion.

CLASS	DIVISION	A MAINS*
Rookie	Red	20
Rookie	Blue	20
Honda 120	Senior	40
Honda 120	Junior	30
Honda 120	Heavy	40
Animal	Senior	40
Animal	Junior	30
World Formula	Light	40
World Formula	Heavy	40

Honda 160	Junior	30
Honda 160	Light	40
Honda 160	Heavy	40

TIME LIMITS

For the Summer Series, **ALL** mains will have a 20-minute time limit. More detailed time limit rules can be found in the NCQMA General Rules document.

POINTS

- Rookies will not be awarded points for finishing positions since the Rookie class is considered a noncompetitive, learning class.
- Competitive classes: three cars or more must take the green flag in the A feature to earn points.
- Points will be awarded to NCQMA drivers participating in competitive classes based upon finishing position and reasonings as delineated in the tables below:

All Classes with at least 10 cars Maximum # of Cars in A Main Will Follow USAC Rules	
Finishing Position	Points Awarded
1	60
2	57
3	54
4	51
5	48
6	45
7	42
8	39
9	36
10	33
11	31
12	29

Code	Situation	Action
-----	Engine Change	Starts at tail of next race in order of engine change. Award points based upon finishing position. *
DNF	Did Not Finish, including Strikes	Award points based upon finishing position.
DQ	Mechanical	Award points based upon finishing position.

DQ	Safety (loss of safety item, does not conform to safety form)	Award points based upon finishing position.
DQ	Flagrant Call	Award points based upon finishing position.
DQ	Illegal (engine/tech item)	Award NO race points. Subject to suspension rules. Illegal engine/tires/fuel cannot be used as a drop. Can be referred to the BOD
DQ	Unsportsmanlike Conduct	Award NO race points, plus any additional penalties for this action. Cannot be used as a drop.
DNS	Did Not Start Attempted, but did not take green flag.	Award points based upon finishing position.
DNA	Did Not Attempt	Award NO race points if driver registered but did not qualify or heat race. OR will receive last place points if driver participated in qualifying or heat race for that class and event.
DNTA	Failure to Participate in Tech – Drop Allowed	Award NO race points/DQ. May be used as a drop. Decision will be at Tech Director’s discretion and can be referred to the BOD
BOD	Refuse to Participate in Tech – No Drop Allowed	Award NO race points/DQ. May NOT be used as a drop. Decision will be at Tech Director’s discretion and can be referred to the BOD Refusal of Tech could result up to 30-day suspension.

*Original engine subject to inspection at discretion of the Tech Director.

SEASON-LONG POINTS TIEBREAKERS

Tie breakers will be determined by the following:

- 1st Tie Breaker: Number of A Main wins.
- 2nd Tie Breaker: Number of A Main 2nd place finishes.
- 3rd Tie Breaker: Number of A Main 3rd place finishes.
- Etc.
- In the event of a tie, the best dropped finish will be considered as a tie breaker.

RAIN OUT POLICIES

NCQMA will follow the following procedure for events shortened by rain.

- If an entire event is rained out, the BOD reserves the right to reschedule the race if there is an available rain date.
- NCQMA will follow the NASCAR Youth Series Rulebook for rain outs and points awarded.
 - If some A Mains are rained out, A Main drivers will be awarded 45 points in the classes where A Mains were not completed.
 - All drivers that complete their events will receive appropriate points as they finished.

TIRES AND TIRE IMPOUND

- As per the USAC rule change the A35 tire will be required at the club level in all classes.
- The following classes will abide by a tire impound rule as stated (special events are not included in the impound rule):
 - Jr. Honda, Jr. Animal and Jr.160 - 3 races
 - Sr. Honda and Lt. 160 – 3 races
 - Heavy Honda - 3 races
 - Sr. Animal – 2 races
- Right sides only impounded.
- At the start of your first race, you are not responsible for anything until the race is over. After the A-main, you will roll across scales and ALL RIGHT-SIDE TIRES from impounded classes need to be turned into the tech room (or snack shack deck) after your race has been completed BEFORE YOU LEAVE THE TECH AREA. You may wrap the tires if you would like. FAILURE TO TURN IN YOUR TIRES WILL RESULT IN A DQ FOR THE RACE.
- At the end of the race day, we will stamp/mark tires, and store tires in a temperature controlled and locked building until the next points race.
- At the announced time during the next points race, you will pick up your tires and can bring back to your trailer for the race day. If you want to practice on them, you may do so. Impounded tires MUST be used in qualifying, Heat races and A mains.
- You are allowed to flip tires on wheels.
- If you have a flat during the race you are allowed to change the tire and continue. At the end of the race day, you will need to present a tire to replace the tire that was flat. It will carry out you impound rotation (example: if you are in Jr and have a RF flat on the second race, the RF you turn in for the next race will go one more race to complete your 3-race rotation)
- If a flat tire happens after the race, when the cars aren't on the track, and it is determined by race officials to be self-inflicted, it will be a 20-point penalty and will result a tail of the field start at the next race day.
- A bent wheel can be replaced utilizing the same tire that came off the wheel. This must be approved by the tech director prior to replacing.
- New right-side tires are allowed for Cup races, and the last points race of the season.
 - If you utilize new tires at a Cup race, the next race you will continue with your set that was in impound. You will never have two sets of tires in impound except for during the summer when you have a Championships Series set, and a Summer Series set.
- To get your tires stamped, you need to be pushed off and attempt to take the green flag for the A main.

- If you are knocked out in a lower main or fail to start the A-Main, it DOES NOT count against your three-races.
- If the wrong tires are used for qualifying or heat race, you will start at the tail of the lowest main.
- If the wrong tires are on for the A main, it's a race day disqualification and receive no points for the day.
- Tires can be run longer than the number of impound races. A new set will then reset the impound rules.
- Impounding doesn't mean the tech director will not still check for tampered tires. Tires can be checked, cut and sent off for sampling at any time.
- If you have any questions regarding the tire impound, please direct them to Jeremy Carter (865) 384-2134 or Travis Sullivan (209) 640-0178

TROPHIES

The top three (3) finishers in each class will be recognized during the drivers' meeting of the next Championship Series or Summer Series race.

Rev. 01/21/2025

Quarter Midget Baseline Chassis Setup

The following steps are intended to help handlers understand the basic steps required to setup their quarter midget chassis.

Actual settings are not provided as they are different for each brand and model of car plus the class the driver is racing in.

Please talk with your chassis manufacturer on exact setup details and procedures.

1. Tire Pressures	Each time the car is setup make sure to put the tires at the pressure you will race them to make sure that any other measurements taken are relative to how the car will be raced. For asphalt this can be anywhere from 10 to 14 lbs for the right sides at the start of a race and between 5 and 8 for the left rear and 8 to 10 for the left front.
2. Approximate Ride Heights	Put the car on a level flat surface and then set each corner to the height you want it in race trim. Even though this step will be repeated later it is important to do it now at this point also to ensure the next steps are accurate. Choose whether or not to complete these steps with or without driver and then always do it the same way for uniformity. Because this is kids racing and they are not always easy to find doing without driver is the most common. This means that comparing ride heights with other handlers may not always be a proper apple to apples comparison, but it will make sure your process is consistent. If you were to measure from the bottom of the car to a level surface underneath your left side heights are going to be somewhere around $\frac{3}{4}$ to $1\frac{1}{2}$ inches while the right side will be about $1\frac{1}{2}$ inches. All car manufacturers have different settings they prefer, and I recommend following those.
3. Square the car	Most often this is done by taking off the wheels and hubs and placing the car into a set of alignment bars. While some setups result in the rear axle being slightly out of square, for a baseline start with it parallel to the lower roll cage bar in front of or behind the engine. Be careful to measure precisely using squares to your level surface for references to make sure your measurements on each side are consistent. Adjust your rear radius rods accordingly to put the axle square.
4. Square birdcages	Most brand cars are designed so that the rear bird cages or "bearing carriers" are positioned so that the two radius rod mounting points are directly above / below each other. If a line was drawn from the top point to the bottom and continued to your level surface it would be perpendicular to the level surface. Not being square can result in some funny rear axle steering movement as it travels up and down. This is also adjusted by lengthening and shortening the radius rods, again be careful to either make equal adjustments on top and bottom or to re square the rear axle when you are finished.

5. Set Axle Lead	Next the front axle lead is measured by tape measuring from the outside edge of the front axle with wheels in straight position (if they were on the car) back to the rear axle with the table parallel to the outside frame rail of the car. There is a big difference is brands of cars with this setting. Anything from the right side shorter by a quarter inch to the right side longer by a whole inch. This is adjustment by lengthening or shortening the front radius rods. Making sure to adjust the top and bottom rods evenly on the side adjustments are made.
6. Set Caster Camber	Caster can be set with either a caster / camber gauge or an angle finder. Use an angle finder to measure the angle from the top of the spindle bolt to the bottom parallel to the length of the car front to back. Right front caster is usually set somewhere between 2 and 5 degrees. Caster is adjusted most often by shortening or lengthening a single radius rod on that corner of the car. Tiny adjustments make a big difference. Most front axles have a caster split built into them so setting the caster is done on a single corner and the LF will be what it will be.
7. Set Front Alignment	The Toe-In / Toe-Out is set next so that the front wheels are parallel with each other while the car is in the alignment bars or has the wheels on it on a level surface.
8. Final Ride Heights	With all the wheels and tires back on the car and back on your level surface check the tire pressures one more time than re-measure to make sure each corner of the car is set to the desired height.
9. Wheel Spacing	Make sure the wheels are moved in or out to the desired position for each corner. This usually means the left sides are tucked in as far as legally possible (not inside the side nerf bars) and right rear in the middle of its adjustment range.
10. Scale the car	Using anything from accurate bathroom scales to electronic scales put each wheel on its appropriate scale pad and record the weights. Make adjustments to the coil spring collars or torsion bar adjusters to each the Cross Weight or Left Rear Split you are looking for. Make sure to make 4 equal adjustments all the way around the car. This will ensure that the ride heights remain where they should be. For example, if the cross weight is $50\% (LR + RF) / \text{Total}$ and you are looking for 54% then put 1 turn in the LR and RF (clockwise) and take a turn out of RR and LF (counterclockwise).
11. Practice	Put the car and driver on the track

The best thing to do when setting up the cars is to ask plenty of questions, take good notes and learn from those around you – be it other club members or those from chassis manufactures.

DO NOT BE AFRAID TO ASK QUESTIONS!

Quarter Midget Chassis Glossary of Terms

Alignment Bars:	These devices are used to line up the front and rear axles for squaring and to set the tone for the front wheels. After the wheels are taken off the car the rear axle and front spindles are placed into the appropriate fixture.
Axle Led:	This measures how far out of square an axle is set in the car. Most car builders recommend setting the rear axle with no lead so that when at ride height it is perfectly perpendicular to the cars main frame rails. Front axles lead anywhere from 0 to 3/4 inch is commonly found on various cars; this would be the right side of the axle forward of the left. Front axle lead is determined by measuring from the outside edge of the rear axle forward to the outside edge of the front spindle and comparing the two sides of the car.
Baseline Setup:	Refers to basic starting points for your chassis setup and includes a setting for each of the variables that can be adjusted. Every type of car uses different baselines, and many have different baselines for different type of tracks based on banking, grip, surface, etc. A common practice is to always revert the car to its baseline for the upcoming track, so you know exactly where you are when it's time for adjustments.
Bicycling:	This what a car is called when it goes up on two wheels. In the center or exit of a corner a car with too much side bite or grip can transfer enough weight to lift the two left side tires.
Birdcage Timing:	The birdcages, or "bearing carriers" are the free-floating pieces on the rear axle that connect the axle to the rest of the car. For suspension systems that use two radius rods to join the birdcage to the car frame the "timing" or bird cage angle is important to car setup. Even after the axle is squared it should still be checked. Most cars are designed so that the upper and lower arms are mounted directly above one another. This is because the shock is also connected to the birdcage and if the timing is off then as the car goes through travel the shock mount could rotate forward / back or up / down and create unpredictable results by "jacking" weight onto or off that corner.
Camber:	Describes the angle of each front wheel and tire if you were looking at the car directly from the front. It is measured in degrees and can be negative or positive. Negative camber means the top of the tire is leaned in towards the car and positive camber means the top of the tire is leaned out away from the car. A small amount negative camber is used on the right front tire of quarter midgets to keep the tire from rolling over when it gets loaded during cornering. Left front tires are usually straight up or have a smaller amount of positive camber. Some cars have specific camber adjustments in their spindles and others are adjusted by using different sized tires on the two sides.

Caster:	This is angle of the part of the front spindle that it rotates around. Looking at the spindle bolt or "king pin" from the side of the car. If the top is leaned backwards it is known as positive caster and if the top is leaned forward, it is negative caster. Too much positive caster and the car will be hard to turn, not enough and it can be very "twitchy" or "darty" for the driver. Most quarter midget axles have a "caster split" built into them of 2 to 5 degrees or so, so that more positive caster can be run on the right front and less positive, 0, or even a small bit of negative caster on the left front. Besides providing tracking and driver feel caster does two other important things. When wheels are turned with caster in them the ride height for that corner is changed so the corner weight is adjusted or "jacked". In addition, negative camber is added or "gained" as a wheel with positive caster is turned.
CG Height:	Center of Gravity Height refers to the center mass of the car. The higher the CG Height the more body roll will occur. Most important at two points, directly above the front and rear roll centers. If a line was drawn from the front CG Height and rear CG Height, it should be parallel with a line drawn between the front and rear roll centers to provide unbound body roll.
Corner Weights:	When setting up the car it is important to set the corner weights. This means actually weighing each corner of the car on a scale adjusting them by changing the ride heights for each corner. Every car manufacturer has different recommendations for their car that should be followed depending on the springs and shocks that are used.
Cross Weight:	This term refers the percentage calculated by adding the diagonal combination of left rear and right front corner weights and dividing by the entire car weight. Depending on whether the car is locked or not and depending on how much it is using the LF tire changing the cross weight will either tighten or loosen the car up. Different cars react different.
Gear Ratio:	A measure of the actual RPM reduction from the engine to the rotating rear axle. It is calculated by dividing the number of teeth on the axel gear by the number of teeth on the engine gear and multiplying that by the engine's gear box reduction ratio. For Honda engines this is 6.0 and for DECO engines it is 5.73. For example, a 30 engine gear with a 25 axel gear would be $25 / 30 * 6 = 5.00$
Locked:	Refers to the type of left rear wheel hub used. A locked car uses a hub that directly connects the wheel to the axel while an unlocked car connects the wheel to a hub with a free spinning wheel bearing. A locked car uses both rear wheels to drive the car and an unlocked car uses only the right rear. A locked car is more stable and tighter in the corners but will scrub speed on the straights.
Loose:	Describes the cars handling when it wants to turn more than the driver is trying to turn it. Also known as over steer.
Panhard Bars:	The suspension link that locates each axle laterally in the car. One per axle, this normally straight bar with rod ends connects on one end to the axle and the other on the chassis frame. The center of this bar determines both the height and left to right location of the roll center for that particular end of the car.

Push / tight:	A car with this handling condition does not turn as much as it should. It's hard to get down to the bottom of the corner in the middle and hard to keep off the wall coming out. It results from the rear tires having more grip than the front. In addition to being hard to keep off the wall this condition can also bog down the motor exiting the corner.
Race Line:	The line around the track that the drivers take the car. Low in the corner and high in the straight for asphalt tracks. Different tracks have different preferred patterns with small differences like how close to the wall the car should be, how far down the straight the car should be before it turns, and just where in the corner the driver should apex. A driver can also adjust their pattern to accommodate the car's handling. Different classes sometimes have different patterns because of the power differences.
Ride Heights:	This measurement describes how far the bottom of the chassis from the ground. It is taken at each corner of the car. Some manufacturers recommend taking from cross tubes while others measure directly from the underside of the frame. It is important to track and maintain proper ride heights, so the chassis geometry stays as intended.
Roll Center:	The imaginary point of the chassis that it pivots "over" as it rolls into and out of the corners. Each car has a front and rear roll center. For most QM suspension types, it is determined by finding the center of the panhard bar for each end of the car. Typically raising the roll center results in less body roll and loosens the car while lowering it lets the body roll more and tightens it up.
Scaling:	Process of determining how much static weight is on each corner of the car while it is just sitting there. It is done by sitting the car on four individual scales or scale pads.
Shock Valving:	The inside makes up of a shock that determines how easy or hard it is to push it in or extend it out. Straight valved shocks are the same in both directions while split valve shocks require different levels of force to move them in from moving them out. The higher the shock number the stiffer it is "valved." Shocks determine how fast weight is transferred from corner to corner in a car, now how much weight is transferred. Heavier valved shocks are typically required for heavier and faster cars.
Spring Rate:	The wire thickness, coil diameter, and number of coils a spring has determine the rate of a spring. It is measured as how many pounds of force are required to compress the spring one inch.
Squaring:	Process of making sure the rear axle of the car is perpendicular to the frame of the car and that front axle is parallel with that. An axle accidentally out of alignment will cause undesired steering.
Stagger:	Difference in circumference between the two rear tires. When the rear axle is locked up it is important to have the proper amount of stagger so that the rear tires can work together through the corner and not fight each other and scrub speed. Since the outside tire has to go around a bigger circle it requires a bigger size because the same axle is turning both tires at the same time.

Sway Bar:	A rigid bar that connects one corner of the suspension to the other on the same end of the car. Also called an Anti-Roll bar its purpose is to provide roll stiffness to lessen the amount of body roll into and out of a corner.
Tilt:	The difference in ride heights from the right side of the car to the left side. Positive tilt means the right side of the car is higher than the left. Negative tilt would mean the left side is height. A car with 1/8 inch of tilt would mean the right side of the car is 1/8 inch higher than the left.
Tire Pressure:	Measurement of how much air is in the tire, expressed in pounds per square inch or PSI. Right side quarter midget tires on asphalt are typically between 10 and 15 psi while left sides are typically below 10.
Tire Temps:	Handlers will often measure and record the surface temperature of the contact area of each tire when a practice or race run is completed to help them make setup adjustments to balance the chassis. Extreme temperatures on a single tire usually indicates a setup that is not balanced.
Toe In / Out:	Toe refers to one of the front wheel alignment adjustments. Looking at the front wheels from the top of the car if they are parallel to each other than the toe is set to zero, the most common setup for a quarter midget. Toe In means the front of the tires are pointed to each other and Toe Out means the front of the tires are pointed away from each other. Too much Toe either direction will scrub speed from the car, but a slight bit of Toe Out can provide some steering stability, especially for newer drivers.
Weight Percentages:	Used to record corner weights when scaling a car. Left side percentage, Rear percentage, and Cross Weight are all calculated by adding the two appropriate corner weights and dividing them by the total.
Wheel Spacing:	Refers to where the wheel is positioned on its axle in relation to inside or out. Right rear wheel spacing is a common adjustment for then handling of the car. Moving that wheel in tightens the car while moving it out can loosen the car.

NCQMA Rookie FAQs

Q: What is the best way for me to connect with other members when we are not at the track?

A: The best way to connect is by joining the Club's WhatsApp group. There are different groups, including general chat, race day info and travel info. If you use Facebook, be sure to join the "NCQMA Members" group there (type the name of the group into your search and it should come up).

Q: I'm really confused and nervous about all this. It's so overwhelming. How can I remember what we're supposed to do on race day?

A: Don't ever be afraid to ask our veteran members for help! They all remember what it was like starting out and being overwhelmed with it all. We also have a Host Family program. Please let the Rookie Director know if you want to be enrolled in the program, which will assign you a veteran family to help answer all your questions. Luckily, we have a great group of families ready to answer your questions and help you out however they can. **JUST ASK QUESTIONS.**

Q: What else do we need (beyond the obvious car, pit cart, helmet, driving suit, etc.)?

A: Here's a list of some things that we found we needed/wanted/were nice to have:

- RaceCeiver (small radio that allows the officials to speak to the racers on the track) and earbuds (and don't forget fresh batteries!)
- Mychron (tach)
- Furniture dolly (you can purchase these at Lowes or other home improvement stores) to easily move the car around
- Fuel jug
- Painter's tape (to use to put paper numbers on the car and to hold earbuds into your racer's ears)
- Extra parts and pieces, especially spare gears, a spare axle, spareribs and a set of radius rods (these are usually the first casualty of wrecks on the track, so having spares is a good idea. Many people will color-code them with tape so you can easily tell which rod is the correct replacement)
- Heat gun with a scraper and/or a grinder to use to clean your tires
- Small bucket to catch what you scrape off of the tires
- Small battery-operated fan (not a necessity, but many racers will use them while sitting in their car in the staging area on hot days)

Q: How do I remember what I volunteered for and when my child is supposed to race?

A: You'll see people taking pictures of the volunteer sign-up sheet and the race order sheet, this is a great way to keep up with everything! All of this information will also be on the RACE DAY WhatsApp Group!

Q: How do I know what position my child is starting in?

A: Starting positions can be determined by pill draw, randomly generated order, single car qualifying, batch qualifying or heat races. Check the schedule or watch your email the week before a race for information on which method will be used that week. The starting order for your race will be posted on MyRacePass, WhatsApp as well as the board in the Hot Chute. Once you see what position your child is starting in, get 4 paper numbers matching that position. You will tape these on the car using masking/painter's tape (make sure they are secure and won't come off during the race!). The numbers go on each side of the tail cone, on the front (hood) of the car and on the driver side (just in front of where the driver sits). Make sure your child knows what paper number they are as this is the number that is referred to in the race (don't worry, they'll use your child's name if he/she doesn't respond to the number).

Q: Why did somebody hand me this yellow vest right before my child's race?

A: If your child starts in the top 4, then you will be a "corner worker" for that respective turn (starting first, turn 1; starting 2nd, turn 2, etc.). If it's your first race, just let someone know that you're new and they'll help you out with what to do. Essentially, you're just there to help out during the race (get cars turned around and restarted after a spin, grab safety equipment if needed, etc.). ALWAYS ENSURE YOU HAVE A BRIGHT COLORED VEST OR SHIRT ON WHEN ENTERING THE TRACK SURFACE.

Q: Last week there was one red rookie race, this week there are 2. What's going on?

A: Because the red rookies are the newest drivers, we don't like to put too many on the track at a time. Per USAC/NASCAR rules, if there are 6 or less red rookies signed up to race, then there will only be one race. Any more than that and they will be split into 2 races (or more if necessary to have no more than 6 red rookies on the track at a time). Although 8 cars are the NASCAR/USAC rule, USAC also allows tracks to choose to run less rookies at their discretion.

Q: Are we ready to move up yet?

A: Remember that you must have approval from the rookie director and President/Vice President before moving your child from Red Rookie to Blue Rookie or from Blue Rookie to a competitive class. Also, for your very first race or when you do move up, be sure to let the tower director know when you register because you will need to start in the back of the field for that race. There is a Move-Up Google Form that MUST be submitted in order to move up. This is posted on the NCQMA Website.

Q: I have other questions. Who do I talk to?

A: Anyone at NCQMA can help! Feel free to contact the President, Rookie Director, BOD, your Host Family or any members!

Q: I don't understand that call by the official. What are the USAC(NYS) rules?

A: USAC(NYS) rules are posted on the NASCAR Youth Series website.

Q: I don't understand the schedule, why are there dates with different locations?

A: NCQMA schedule: If the location on the schedule lists a different location for that date (Nashville, TN; Cummings, GA; etc.) then there is no race at NCQMA that weekend. Many of our members will be traveling to the races at those other tracks on those dates for our Regional Series races. You can travel and race, practice at NCQMA, or just take a break that day!

Q: Where do we park/pit when we come to race?

A: There are designated pit areas along the sides and back of the property and you may park in any spot that does not already have a name painted at the front of it (spots with names have been reserved). If you want to reserve a spot for the year, there is a yearly fee, and you will need to fill out the NCQMA Parking Form which can be found on the website.

Q: Can I leave my trailer and/or camper at the track? Can we camp overnight?

A: Yes, you will need to fill out the NCQMA Parking Form to reserve your spot and pay a yearly fee. We have some families who leave their campers and trailers at the track the entire racing season and also some who camp just on the racing weekends.

Q: Can I get water at the track for my RV/camper?

A: Yes, in order to fill your camper's freshwater tank, you will need to use the water spigots closest to the tech shed.

Q: Can I get electricity at the track for my RV/camper?

A: Yes, there are a limited number of parking spots with electricity hook up. When the new year membership forms are sent out, all members that had a reserved spot in the previous year, will have until a set date to renew their spots. After that time all spots not renewed will be available, to be determined by the date/time your membership forms are received by the Secretary.

Race Day Volunteer Positions – Job Descriptions

Position	Duties & Responsibilities
Chief Steward	<p>Officiates the races with the assistance of corner and tower spotters. Cannot be affiliated with any drivers in the event they are working. Officiating includes designating strikes, DOTs, etc. Does have the authority to disqualify drivers for situations described in the USAC rulebook. Must be familiar with the current USAC rulebook.</p>
Corner & Tower Spotters	<p>Helps the Chief Steward determine when calls must be made on the track. Watch the race and give input and feedback when necessary. Cannot be affiliated with any drivers in the event they are working. Must be familiar with the current USAC rulebook.</p>
Pit Steward	<p>In charge of staging lanes. Coordinates with the Chief Steward and tower to send cars out to the racetrack. Checks safety items to make sure drivers and cars are ready to race. Items to check, but not limited to brakes are functioning, RaceCeiver is functioning, arm restraints and seat belts are fastened properly, steering wheel fully attached.</p>
Head Scorer	<p>Records the order of cars crossing the start/finish line for each lap of a race. Keeps track of the number of strikes for each car that is involved in an incident. Keeps track of cars that enter the pit lanes and how & when they exit. Determines the finishing order of a race. Head scorer will verify the finish with all other scorers. If other scorers have questions or mistakes, the head scorer will make the final decision. Must be familiar with USAC scoring procedures. Rules and procedures for scoring are found in the current USAC rulebook.</p>
Scorer	<p>Records the order of cars crossing the start/finish line for each lap of a race. Keeps track of the number of strikes for each car that is involved in an incident. Keeps track of cars that enter the pit lanes and how & when they exit. Determines the finishing order of a race. Must be familiar with USAC scoring procedures. Rules and procedures for scoring are found in the current USAC rulebook.</p>
RaceCeiver	<p>Communicates with drivers during the race. Duties include helping to get the cars lined up for the initial start and for re-starts; notify drivers of caution flag, red flag and black flag.</p>
Lap Card Flipper	<p>Accurately reports the lap count during the race using lap cards. The cards are displayed to the flagger at all times. Laps should begin with the total laps to be run and work down to the last lap. This person is in the tower and will make sure the laps are correct with the help of the race scorers.</p>
Scale House Steward	<p>After qualifying and heat races, all cars must go over the scales. The scale steward will record the total weight (drive and car) for each competitor and verify they meet the requirements for their class. These are posted in the scale house and can be found in the current USAC rulebook. Heavy class drivers must be weighed in normal street attire to ensure they meet the minimum weight of 100 lbs. This weight should also be recorded.</p>

Committee Commitment Form

The NCQMA Board of Directors requires every NCQMA family to commit to active participation in one of the six committees at NCQMA. Full member participation is required to ensure that NCQMA is a successful, fun-filled Club.

Description of NCQMA Committees

Publicity/Special Events Committee: will assist in coordinating Promotional Days, coordinate community and awareness events, coordinate fun track events and activities, and work to increase community involvement and awareness of NCQMA.

Trophies & Awards Committee: will be responsible for ordering, obtaining, and distributing awards and trophies including, but not limited to, Rookie first race trophies, Feature Win stickers, plaques, Top 3/Fast Time plates, Track Record Plaques, Carolina Cup trophies, Carolina Fall Nationals trophies, banquet awards, and other awards/trophies.

Fundraising Committee: will coordinate and engage in fundraising efforts on a regular basis (such as 50/50 raffles, silent auctions, raffles, bake sales, selling merchandise, etc.) to raise money for targeted club activities or track improvements.

Sponsorship Committee: will work to secure corporate sponsorships and billboard sponsors through the targeting of community businesses and quarter midget/racing-related businesses.

Yearbook Committee: will work throughout the year to gather data and pictures; will solicit funds through ads and other fundraising efforts to provide funding for yearbooks and end-of-year driver gifts; and will create a finished yearbook documenting a year of memories.

Banquet Committee: will secure a banquet facility; will be responsible for invitations, RSVPs, collection of attendee fees, will coordinate the banquet and award ceremony; and will participate in fundraising efforts to offset costs.

Host Family: will provide a rookie family with the guidance, support and feedback needed to thrive as new members of NCQMA.



2025 NASCAR Youth Series Midget Rookie Program

*This appendix pertains to .25 Midgets which may be referred to in this section as QM where needed

401 Rookie Procedures

- A. The Rookie Class is to train new drivers to understand basic racing rules and to be able to handle themselves and cars in a safe manner. The Rookie class is not for perfecting racing skills, abilities or techniques. Extended competitive racing in the Rookie Class once the fundamentals are learned is not to be allowed.
- B. The Rookie program is divided into two phases. The initial Red Rookie phase is intended to orient the child with safety, communication and racing procedures so that they understand what is expected of them before they enter the track, while on the track and leaving the track. The training is outlined in Section 3702.
- C. When Red Rookies have displayed their understanding of these basics, they move to phase two of the Rookie training.
- D. The secondary Blue Rookie phase is to obtain experience in racing with others at a faster speed and to gain confidence in the car and their abilities.
- E. The minimum age for a Rookie will be five years for racing and four- and one-half years for practice and training only. (4 ½ year olds may not practice or train during an event) There is no age differentiation between Red and Blue Rookies, as all ages must pass through each phase.
- F. Each Rookie handler, upon joining a club shall present the drivers birth certificate to the Secretary of the club and the "official age" of the driver shall be entered in the permanent records of the club. Copies of these records shall be forwarded to the USAC National Office.
- G. At the Clubs discretion, the Club President may issue a logbook and Rookie Driver's Card.
- H. Rookies and their parents shall receive from the National office, their picture

ID badges. Rulebooks can be acquired on the USAC website.

- I. A driver may be moved to the Honda 120/Animal class at any time directed by the Club President or Rookie Director.

402 Rookie Training

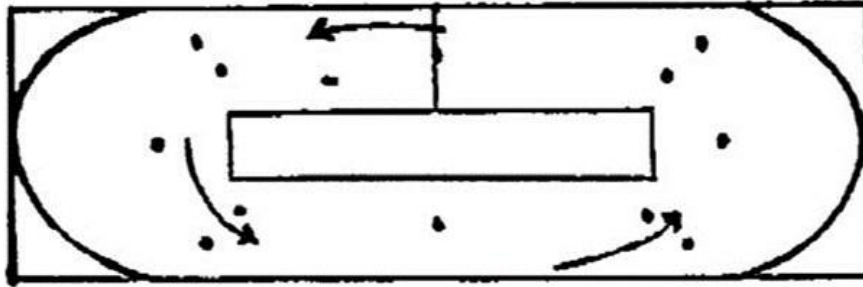
- A. Rookie Training by a competent instructor must be completed by all new drivers. Minor changes can be made to this outline to conform to local conditions. Any driver not trained by the club's Rookie Trainers must pass a test given by his local Club's Rookie Committee before he enters into the Rookie Class. The Rookie driver must be a USAC member to be covered by club insurance during training periods.
- B. Purpose of Rookie Training Program
 - a. Instruct drivers in the basic procedures of .25 Midget racing.
 - b. Promote driver safety from a driver's viewpoint.
 - c. Offer all drivers an opportunity to improve their driving techniques and skills through non-competitive practice sessions with qualified adult supervision.
 - d. Train new drivers AND handlers in driver safety and track safety.
- C. Instructor's Guide
 - a. Rookie trainees, especially juniors, have limited concentration and stamina. Each phase of instruction should be limited to a maximum of 15 minutes time, followed by a short break and/or an actual on-track practice.
 - b. Rookie trainees should not be allowed onto the racing surface until the instructor has made sure that every precaution has been taken to ensure the Rookie trainee's safety. Each car should be safety checked to be sure that all equipment is installed and working correctly. Extra attention should be paid to the on/off switch, (location, operation) safety belts, brakes, roll cage (proper clearance). New handlers often have little experience with race cars or safety equipment.
 - c. The Rookie Trainee should be completely instructed on how to stop the car safely in the event of trouble or unease with car speed. Rookie Trainees should have a full understanding of all flags and hand signals prior to driving on the track. The meaning of the red, yellow and black flags is VERY important, as well as where you want the Rookie Trainee to stop when shown a red flag. The Rookie Trainee should be shown that the steering wheel is his or her "**BEST FRIEND**", and that they should only take their hands off of it when operating the on/off switch or signaling to leave the track. Gently roll the car over on its side while they are belted in the car to carefully show them that they can't "Hold Up" the car or prevent a rollover. This procedure can make many Rookie Trainees nervous, so assure them that they are safe, and remind them to never take their hands off the wheel. Let the Rookie Trainee know that you are not interested in how fast they can go in the initial training sessions but want to get them used to the car being in motion and how to handle the car. Don't push speed on them, but whatever speed they drive at, try to have them remain at a consistent

speed and not “let up” or “Breathe it” in the corners. For some drivers, it may be helpful to limit the gas pedal travel for the first few training sessions, especially with bringing along an apprehensive driver as well as an overly aggressive one.

- d. The instructor must always remember that he/she is dealing with children and keep all explanations as simple as possible. Small whiteboards with dry erase markers are a valuable tool in explaining situations, as are small die cast cars. Rookie Trainees need to build confidence in both them and their cars. Whenever possible, praise can bring results far greater than the instructor’s expectations. The instructor must have great patience when the Rookie Trainee has had repeated mistakes or has trouble understanding the subject matter at hand. Additional patience and attention will be needed with younger trainees. To keep a Rookie Trainees attention, you will have to meet them halfway by becoming their friend but still remain aloof enough to command their respect. Keep the conversation on their level, but don’t talk down to them. Find time to know the trainee, find out their fears and appreciate them as being quite real in their minds, while working to alleviate them with rational explanations. Build up their confidence by passing yours on to them.
- e. Parents should be encouraged to attend, participate and listen to all verbal instruction, and to ask questions whenever they are unsure or don’t understand any instruction or point. Parents should NEVER be allowed onto the track while their child is driving. This tends to make the Rookie Trainee self-conscious and prevents them from fully concentrating on doing their best. Parents cheering can be distracting enough to cause an accident. Further, parents need instruction themselves on how and when to enter the racing surface.

D. Helpful Training Tips

- a. Pylons – Rookie Trainees can be helped immensely by the use of pylons. Use pylons in the first training session on track to establish the driving pattern. Twelve pylons are recommended for this lesson. (See Illustration below) One pylon is placed on either side of the track in the straight-aways, approximately 7-8 paces from the wall and in the centers of the straight-aways.
- b. One pylon should be placed in each corner, about a car width up from the infield line towards the center. Place the remaining 8 pylons in 4 “gates” of two pylons, between each corner and straight away. Basically, the cones will direct the Rookie Trainee around the racing “groove” in a proper pattern. Instruct the Rookie trainee that they are to drive around the outside of the pylons in the middle of each straight away, in between the “gate” pylons, and as close to the infield line in the corners, inside that pylon. Again, this puts the Rookie Trainee in a good pattern and helps to eliminate the usual corner pinching that is common with new drivers. It also helps to “walk” the Rookie Trainee around the track in the pattern that you want them to learn.



- C.
- d. Reactions to Sudden Hazards – The Rookie trainee should be able to react to sudden hazards appearing in front of the car by the third training session. If the instructor stands in one of the corners or elsewhere, with a pylon hidden from the Rookie Trainee. When the car approaches, the pylon is flipped into the path of the car. (It is recommended that this is practiced without cars first to make sure that you don't hit a car or Rookie trainee with the pylon.) This exercise will help the instructor to judge the reflexes of the driver and indicate to the Rookie Trainee that he/she must be constantly alert while on the track.
 - e. NOTE: Sometime prior to this exercise, pylons should be shown to the Rookie Trainee's so that they understand it is made of soft rubber and will not hurt them.
 - f. These tips are shown as aids in the instruction of the Rookie Trainee. Other demonstrations and instructions may be devised. However, caution and safety must always be at the forefront. Nothing should be done that will cause the Rookie Trainee to lose confidence. Don't make tests too difficult, and even if a driver fails a test the first few times, first point out what was done correctly and offer praise, while gently pointing out the mistakes in a friendly manner.
- E. Flags, Hand Signals and Safety
- a. Flags
 - i. Every Rookie Trainee & handler MUST know the meaning and color of each flag. A Rookie Trainee should not be allowed on the track until they have shown they know the meaning of each flag. Let them know that flags and hand signals are the only way handlers and officials can communicate with them while the car is moving on the track.
 - RED** Stop Immediately
 - YELLOW** Caution, Slow Down, No Passing
 - GREEN** Start, Increase Speed, Go
 - BLACK** Disqualified, Go to Pits
 - WHITE** One Lap to Go, Take One Lap
 - CHECKERED** Race is complete
 - GREEN & YELLOW** Held Vertically and Parallel, One in Each Hand Denotes "Form-Up" Side by Side for Original Start.
 - Held Together in One Hand Overhead

BLACK and YELLOW Denotes Restart in Single File.

All Cars Slow Down and Exit Track

- b. Hand Signals and their meanings
 - i. Rookie Trainees must be able to recognize these important Hand signals. Give examples of the use of each hand signal:
 - ii. **Finger drawn across throat in slashing motion** - Turn off switch and stop.
 - iii. **Handheld flat in downward motion** - Slow down.
 - iv. **Thumb and index finger in open/close motion** - Give it more throttle.
 - v. **Any flag held in a furled position w/one or more fingers held above it** – Take the number of laps indicated by fingers, then take action required by the flag.
 - vi. **Arms extended to the front in an opening & closing motion** - Move in or out as indicated.
 - vii. **Hand or flag pointing to rear end** - Move to the back of the pack.
- c. The car and safety
 - i. Safety Equipment and Its Purpose
 - ii. Switch Location and purpose.
 - iii. Brake Operation and purpose.
 - iv. Safety Belt Reasons for use, how tight?
 - v. Helmet What type, why & when worn, how snug?
 - vi. Visor What type, why & when worn.
 - vii. Jacket What type, why they are required.
 - viii. Roll Cage Purpose, height.
 - ix. Gloves Purpose: what type used.
 - x. Firewall Purpose; why it must be extended below the belly pan.
Bumpers Purpose: importance of not having any broken parts. Nerf Bars Purpose: importance of not having any broken parts
- d. The car safety dos and don'ts
 - i. The car is definitely not a toy. It is not to be played with in the usual sense of the word.
 - ii. Obey the flagger. He is in charge out on the track. Do not take signals from the pit area during an event. (Explain why: disqualification, taking eyes away from track can cause accidents, etc.)
 - iii. Keep in mind what you are doing...not what you did last week or what you will do tomorrow.
 - iv. Do not watch or wave to the spectators, mother or father. Keep your eyes on what is happening on the track in front of you.
 - v. Do not chew gum or candy while driving. If involved in an accident, you could choke.
 - vi. Before leaving the pit area for the track, always check your safety equipment to be sure it is in operating condition. Be sure your visor is clean and pulled down. Your helmet must be tight. Be sure your safety belts, neck collar, and gloves are tight. When checking your belts try to pull the lap belt first then the driver's right side shoulder belt then the drivers left side shoulder belt. When tightening your lap belts, snug them up enough that you cannot get your finger under them. No more than one or two fingers under the belts under your shoulder belts.
 - vii. Check your RaceCeiver to make sure that you can hear clearly - Always keep your switch in the "off" position when the car is

not in use. - Do not remain in the car during refueling operations.

- viii. Drivers should be cautioned to keep elbows and hands inside the car at all times.
- e. When leaving the pit area and coming out onto the track
 - i. Look for other cars already on the track; do not break into the flow of traffic and stay above white line.
 - ii. If flagger is on duty, await their signal before coming out onto the track. - Do not drop into the flow of traffic already on the track. Let the pack go by before dropping down to run your pattern.
 - iii. Do not “play” with other drivers on the track. “Fooling around” can cause accidents.
 - iv. Tell your handler, should they attempt to refuel you on the track that they can refuel only in the pits, and only with the driver out of the car.
 - v. If someone is standing in the on chute or pit lane area – STOP; do not run him or her over.
- f. When leaving the track to enter the pit area
 - i. Look quickly behind you for other cars before turning out of the traffic pattern. - Hold your left hand up on the inside to signal to other drivers that you are pulling out and going to the pits.
 - ii. After leaving the traffic pattern, move up to the wall and follow it around until you reach the entrance.
 - iii. The car handler should be waiting at the pit entrance for his driver. - Upon reaching the pit entrance, drive slowly to pit position, turn off the switch and apply brakes. Be sure to allow room for any other cars that may also want to exit the track.
 - iv. Watch out for other drivers, handlers and cars as you go to your pit position
- g. Safety in the pit area
 - i. Fuel & Extinguishers:
 - ii. Before practice or racing make sure all fire extinguishers are in their proper location. Whenever a car is being refueled, the driver is to leave the car and stand to one side – this applies at all times. Handlers should not smoke while refueling. There will be no refueling on the track or in the “infield”. Refuel in the pit area only.
 - iii. Playing and/or roughhousing: No playing in the pit area or out on the track. Drivers could be hit by cars, etc.
 - iv. Always stay near your car unless you have permission from your handler to leave the area. Always tell your handler where you will be...you could miss an event.
 - v. When watching, the program always remains “behind” the fence. Do not sit on exposed walls at the entrance to the track or pit area.
 - vi. Do not attempt to help push a car off/onto the track. Let the adult handler or owner tend to that chore.
- F. On-Track Training Procedures
 - a. Set up pylons/cones as shown in illustration
 - b. Test your Rookie Trainee’s knowledge of the meanings of the flags. Explain the basic hand signals to your students.
 - c. Track Walk. Explain: (Instructor/Driver only).
 - i. Staging area line-up, point out driver/handler only line,

- never drive into staging area, etc.
 - ii. Describe hot chute/pit area parking according to number
 - iii. Begin walking out onto track “on chute”, point out flagging positions for practice/qualifying, point out white “blend line” STAY ABOVE!!
 - iv. Join patterns through gate pylons, point out where the instructor would like the student to drive around outside of the straightaway pylon, through the next gate, below the turn pylon, etc. During the walk ask the driver where they think they should go next to see if they are getting the idea. If needed, walk 1 or 2 more times around.
 - v. Show the driver how to leave the track. Demonstrate the hand signal and where to drive, high in turns, etc. When leaving the track, have your hand on the switch ready to stop.
 - vi. Show where to park/stop to get ready for qualifying, and where to stop to leave pits – “pit gate”.
- d. Suit up driver: In car talk. After belting in:
 - i. Describe the steering wheel as the driver’s best friend, “buddy”. “You never let go of your buddy unless you need to turn the car on or off, or signal to leave the track” (And, of course, to hold a checkered flag.)
 - ii. Tip the car over on the side – ask the driver to hold up the car – show them that they cannot hold up the car, **SO DON’T LET GO OF YOUR BUDDY**, your hand could be smashed.
 - iii. Point out gas and brake pedals – demonstrate.
 - iv. Point out the switch and its function – Ask the driver to look you in the eyes and remove your hand from the steering wheel to turn the switch on. Hands back on the wheel. Drill your driver several times until the driver can confidently switch on & off.

Example:

 1. Switch on (no peeking) – hands back on wheel.
 2. Switch off (no peeking) – hands back on wheel.
 3. Switch on (no peeking) – hands back on wheel.
 4. Switch off (no peeking) – hands back on wheel.
 5. (No fair if you peek.)
 - v. Ask the driver if they are ready to drive! And ask if they have any questions? f. Retest them on flags and hand signals.
 - vi. Disengage drive axle spline if possible or take the chain off and tell driver you are going to push them around the track without engine running, to see if they remember where to drive.
 - vii. Push around the track. Ask if they have any questions. See if they are ready to try with engine running. Explain: When the handler starts pushing and taps you on the head, turn switch on, Drive!! PUSH THEM OFF.
- e. Drive pattern through and around pylons. As the driver's speed and pattern improves, begin removing pylons, remove gate pylons in pairs first, leaving straightaway and corner pylons for last. Once all pylons are removed and the driver shows he/she can run a pattern, stop them and praise them for what they have accomplished. “You are doing great; see, you are so good you don’t need the cones anymore.”
- f. Take a break – many kids will be pooped by this point and need time to

think about what they have accomplished. This is a good stopping point: For lessons during the week after school – this may be the end of the first lesson. For lessons on weekends – (with more than one student) you could switch to the next driver and go through the drills with them.

- g. Possibly Second Session: Experienced driver required.
 - i. Suit up and review switch drill, flags, and hand signals.
 - ii. Have the student drive along to see if he/she remembers what was learned in the first session. If positive, then proceed to the passing game. If negative, place corner and straightaway pylons to help reinforce last session. Usually, the pattern will come back to the driver quickly.
 - iii. Test reactions to sudden hazards in order to see if the driver is ready to have another car on the track with them. Remember to remind drivers that the cones are made of soft rubber; do not let them know you will be throwing one out in front of them.
 - iv. The Passing Game: At this point an experienced driver is necessary. Have both cars stop in the turn, single file, and describe how you want the rear car to pass the front car, on the inside coming out of the turn. (The handlers can demonstrate by pretending they are cars and passing each other). Emphasize that they cannot pass on the outside, and how that would cause an accident if tried.
 - v. Start the passing game by instructing the experienced driver to be the first to pass, and to slow down once they have passed the student. The student will likely be slow and tentative, and this will make it easier for the two cars to drive single file. Once the experienced driver has passed the student, have them slow down so the student may pass. Continue this exercise until the student is passing with confidence. In many cases this will be a good time to stop – Ask if they would like a break. Having achieved confidence with another car on the track, many students will realize they want to continue training. Some students, especially the very young, may not want to continue. Emphasize that they are the “boss” in the car, and they don’t have to drive if they don’t want to.
- h. Third Session: Experienced driver required.
 - i. Review all that has been learned so far to reinforce the ideas of pattern, passing, flags, and hand signals (on track also). Stop the cars at start/finish line.
 - ii. Describe the form-up flags, green and yellow vertically, side by side, for a double file start, the two flags together in one hand vertically for single file restart. Describe “forming up” by placing the student on the pole and indicating where on the track you want them to drive, low in turns and straights, leaving room on the outside for the #2 car. Emphasize that the pole car controls the pace and needs to watch where they are going, not the other car! Tell them to be steady on the speed, don’t speed up and slow down.
 - iii. Describe the form-up flags again to reinforce.
 - iv. Describe the switch position signals and what to do, i.e., pole car moves forward, outside car falls in behind to switch positions, outside car becomes pole car.

- iv. Qualify the student and have them exit the track. If they make a mistake, give them another chance to qualify, reinforce what they have learned. If successful, tell them that the training is complete. They may need to come back one more time for full review and graduation. Or if you feel they are ready to race.
- i. Fourth Session
 - i. Review and practice all previous sessions: Form-up, switching positions, exiting procedures, qualifying, etc.
 - ii. Have a 10-15-lap race with other experienced drivers. (Always let your student be the one to carry the checkered flag at the finish of the race.)
 - iii. Graduation and presentation of certificate.
 - iv. For the driver's first race it is fun to tie a red rag to the cage (rookie flag) have the trainer and club officers sign it and at the end of the day take it off the car and let the driver know they are a full fledged racer.

403 Rookie Program Committee

- A. Each Club of USAC shall have a Rookie Committee staffed by the Race Director, Club President, Technical Director, Safety Director, and Rookie Instructor. If one of the committee members is absent, an alternate should be picked, at a given race day. The committee will monitor the progress of each driver in the Rookie class. If it is the opinion of the committee a driver is capable of graduating into the Honda/ Animal class, the committee shall notify the Handler verbally, sign the Rookie Card and duly note it in the logbook. During the three-race probationary period, a Rookie may be returned to the Rookie class for obvious reasons. The Rookie Committee shall render all possible aid to the Rookie handler.
- B. Advising on purchase of cars, engines and other equipment to help avoid pitfalls.
- C. Checking legality of engines purchased during the Rookie training, in the event that a Rookie handler has purchased an illegal engine, and this fact is discovered by the Rookie Committee, the owner shall be advised that he has one race day to bring the engine up to legal specifications.

404 Rookie Racing

- A. The Rookie Class shall be a recognized class by USAC and shall run under the Honda 120/Animal engine rules at all USAC races. The Rookie Class shall be divided into the red and blue divisions only, which may be combined if necessary to make a class.
- B. Illegal Honda engine parts shall be confiscated but the suspension shall not be levied against handlers or drivers for the first offense only. 2nd Offense follows the engine suspension, 30 days suspended from Rookie. Rookie Class participants shall be required to install a restrictor plate on their carburetor. Any alteration to Rookie restrictor plates or slides– 1st Offense automatic 30-day suspension. 2nd offense shall be 1-year suspension. SEE Appendix I, Section 132
- C. No more than eight cars may be entered in any Rookie race.

- D. One safety man will be present at each corner for every Rookie race, outside of wall
- E. If a Rookie driver makes an infraction of a racing rule and a call is made, the driver shall be put to the back of the restart lineup, not given a black flag. An explanation shall be given to the driver by the Track Director of what they did wrong and why it should not be done. Rookie drivers will not be eliminated from races for receiving multiple driving infractions (STRIKES).
- F. Infractions such as liberating fluids, dropping safety parts, etc., are not driving infractions and drivers should not be given a second chance before disqualification. These infractions will result in immediate disqualification.
- G. On the first event of Rookie competition, the driver shall be entered in all races at the back of the lineup. An orange piece of cloth or ribbon should be affixed to the roll cage to notify other drivers and handlers this is the driver's first race out of training.

405 Graduation of Rookie Drivers

- A. The Rookie Class is a learning class, so as soon as the Rookie driver is proficient at line ups, racing in traffic, and the other needed skills to race in a competitive class, they shall be moved to the Honda 120/Animal classes.
- B. A Rookie driver must participate in at least three events before graduating to a competitive (Honda 120/Animal) class. One of these three events must be in the Red Rookie class. Should a driver win in three (3) national red or blue rookie classes and/or five (5) club or regional races, they must move up to the next.
- C. Clubs should hold a small ceremony to make the advancement of a Rookie driver into the Honda 120/Animal classes.
- D. On the first event of competition in the Honda 120/Animal class, the new driver shall be entered in all races at the back of the pack for the entire event.
- E. All graduating Rookie drivers shall be on probation for three events and shall not be allowed to compete in any class above Honda 120/Animal Class until he has participated in three Honda 120/Animal events to acquire the necessary experience involved in handling a car in other classes.
- F. Once a Rookie is graduated to Honda 120/Animal and completes his/her probationary period, they may not be returned to the Rookie class except if there is a lapse in the participation of a driver, they may be moved back to Rookie for a trial period if Rookie Committee feels it necessary.

407 Rookie Racing Deliverables (These procedures may be adopted by local and regions)

- A. Moving into Red Rookie
 - a. Can listen and react positively to receiver, track lights, and flagger
 - b. Can line up single file and double file
 - c. Can run a positive track line
- B. Moving from Red Rookie to Blue Rookie
 - a. Can listen and react positively to receiver, track lights, and flagger
 - b. Can line up single file and double file

- c. Can run a positive track lined.
- C. Moving from Blue Rookie to Competitive Classes

407 National Rookie Racing (These procedures may be adopted by local and regions)

- A. A rookie meeting will be held following the drivers meeting for all rookie drivers and handlers
 - a. Receivers must be present during the rookie meeting for testing
 - b. A kill switch must be present on top of the roll cage with an extension on top of the switch. This extension can be a fuel line, etc. Cars WILL NOT be allowed on the track without a proper working kill switch mounted to the roof of the car. The switch must turn off in the rear direction of the car.
 - c. Rookie parents will be required to work their perspective corner during rookie races (1-corner 1, 2-corner 2, 3-corner 3, 4-corner 4, 5-corner 1, 6-corner 2, 7-corner 3, 8-corner 4)
- B. Red Rookie Procedures - These procedures supersede any procedures stated above, but do not negate any procedures that are not listed below
 - a. If a car has all four (4) tires in the infield (below the painted or taped line), the caution will be thrown, putting the incident car to the tail of the field and lining the cars up based on scoring procedures. No disqualification will be given.
 - b. On restarts, the restart line is not in play, but no passing will be allowed until after the start/finish line. If a car passes prior to the start/finish line, a yellow flag will be thrown, and a warning will be given to the incident driver. If the driver passes again before the start/finish line, the car will be put back two (2) spots in the lineup.
 - c. A disqualification (DQ) **will not** be given for three (3) strikes
 - d. Failure to keep up after two (2) green flag attempts will result in the incident car being placed at the tail of the field
- C. Blue Rookie Procedures - These procedures supersede any procedures stated above, but do not negate any procedures that are not listed below
 - a. If a car has all four (4) tires in the infield (below the painted or taped line) and a car does not stop prior to the following corner, the caution will be thrown, and a disqualification will be given the incident car
 - b. On restarts, the restart line is in play. If a car passes prior to the start/finish line or drops below the line, a yellow flag will be thrown, and the car will be put back two (2) spots in the lineup.
 - c. A disqualification (DQ) **will** be given for three (3) strikes
 - d. Failure to keep up after two (1) green flag attempts will result in the incident car being placed at the tail of the field
- D. General Rookie Procedures
 - a. Hand signaling under green will result in a verbal warning. A second time will result in loss of hot chute admittance for the remainder of the event.
 - b. Videoing in the hot chute area will result in a verbal warning. A second time will result in loss of hot chute admittance for the remainder of the event.