



WQMA Event Format 2024

** There will be no changes to this format, once approved, until the Club Business Meeting to approve the format for the 2025 race season. **

It is the mission of QMA and WQMA to create and maintain a clean, safe and healthy sport which may be enjoyed by all family members in close relationship with good sportsmanship. With this in mind, it is the intent of this Format to be interpreted in favor of a driver or drivers, when reasonable, to further this mission.

Facility opens at 7:00 AM. No car will be started before 8:00 AM, per our license agreement.

Saturday and Sunday events start at the same time:

Safety: 7:00 AM - 8:25 AM

Sign-ins: 7:30 AM - 8:30 AM

Pit meeting: 8:45 AM and First Class cars and gear to Staging Area

Racing commences immediately following the pit/driver meetings. At the discretion of Safety Director and Treasurer, sign-ins for Sunday events *may* also be open on Saturday. Regardless of time in position or draw number, late sign-ins will automatically be slotted to the rear of their first race, or to the front of the qualifying order.

Event Membership

Event memberships must be pre-arranged with club prior to scheduled event. At the discretion of the WQMA Novice Committee, we reserve the right to decline event memberships for anyone who does not meet our club's requirements. For Non QMA Members

WQMA minimum requirements for Event Membership:

- Certified birth certificate,
- Documentation of QMA Novice training program completion,
- or if a rookie USAC driver wants to participate, WQMA novice committee must sign off.

Single Event Regular Membership Fee ----- \$40(*)

Single Event Alternate Handler Fee----- \$20(*)

(*) Regular pit fees still apply.

Work Rule

Follow QMA National Work Rule.

General Rules

Updated 2/2/2024

With the exception of the rules established within this document as agreed upon by the club, WQMA racing rules will follow those rules as established in the national rule book. In addition, national guidelines established for scoring procedures, flagging and judging will be utilized. Wristbands received at sign in will be worn in the hot chute area. You may be asked to leave the area if you do not have a wristband.

Electronic driver communication systems are required at WQMA sanctioned events. Any single channel UHF race receiver designed for race use can be used for WQMA events. Transmitter use must be limited to racers on field and designated track officials only. Any unauthorized transmitter use will result in a DQ for the event. Race receivers must work before entering the track and will be checked, if your race receiver stops working while on the track, you must pit and fix it before re-entering the track and will be sent to the rear.

Code of Conduct

Per the WQMA By-Laws, Article 4 Removal Penalties and QMA Participation Policy will be enforced at all events.

The WQMA facility is a public venue attended by guests on a regular basis. Positive behavior is an important part of participating in the racing events. In addition to the QMA Participation Policy, any handler whose behavior continues to be out of line after a warning by the Race Director or Club President can be immediately removed from all racing and paved surfaces for the remainder of the event. The elected Race Director or Club President shall have final say in these matters.

Pit Fees

Fees listed are for WQMA events only. For Region and National events, please see their formats.

All 2024 WQMA Club Points Series Races -----\$30(*) per car
All 2024 WQMA Non-Points Races -----\$15 per car

(*) Skip Chapman Memorial Fund Novice Sign In Subsidy shall apply to first three scheduled events. Pit fee shall be reduced by half (\$15) per car for all WQMA Novice registrations.

Late sign-ins will be charged an additional \$40 for the first car and \$15 per each additional car, per event signed in late.

A limited number of electronic driver communication systems (Raceceivers) will be available for purchase from merchandise or registration. Participants are encouraged to provide their own for race days.. You are responsible for your head phones and battery, but a limited number of headphones and batteries will be available for sale.

Transponders can be rented for a fee of \$5 per driver per event and \$10 for a weekend of a double header. Failure to return the transponder at the end of the race event will result in a fine of \$10 (if the transponder is not returned in time to charge for the next race event).. Each event date that the transponder is not returned by will increase the fine in \$10 increments. If a transponder is not returned at the end of a race season, the fine will be the cost to replace the transponder plus any fines accumulated.

Fines must be paid before being eligible to sign in at any future WQMA events.

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Judges

If you are unable to judge a race to which you have been assigned, you must find a replacement. There must be a minimum of one (1) judge on the stand before cars are pushed off; all judges must be present prior for the start of the race. If the judges are not present, the Race Director will call for a red flag and the race will not begin until all judges are present. The judge's responsibility ends when the last car passes scales. Judging procedures will follow QMA rulebook guidelines.

Judges will not be handlers, owners, or family members of drivers entered in the same class at that event.

Corner Workers

All corner workers will be in their respective corners, wearing high visibility clothing, coinciding with the numbers on the racecars prior to the start of the race. At the discretion of the Race Director, Novice races will require two corner workers in each corner while one per corner will be required for all other classes. If corner workers are not present it is the discretion of the Race Director to red flag the race until corner workers are present. Corner workers cannot be taking pictures/video or using any electronic devices.

Points Race Format

After completion of the final heat race or car to qualify for the event, a marked dice will be rolled in the infield by a driver (selected by Race Director) with at least 2 board members present to witness. There will be 3 numbers marked 2 times on the dice, 0,4, and 6. The number rolled will determine the invert for A mains only, for all classes except for Novice. Lower mains will not be inverted and will race straight up.

Transfers from lower mains will fill in straight up according to how they finished (Example the 1st place car in the c main will be the 7 in the B main) This is for competitive points classes only.

Scoring

WQMA will use transponders and computer scoring at all club events. There will be at least three scorekeepers in the tower in addition to the computer scoring system, with the computer being the backup. The number of scorekeepers may be changed at the Race Director's discretion. Timing in will be done with transponders on qualifying dates.

When assigning main event starting positions, and when determining how equally finishing drivers place (Two 1st place finishes), the advantage is based off of finishing order and then the highest pill draw of those drivers. A low pill draw is an advantage in heat line ups, and a disadvantage for main event line ups.

The points committee will attempt to produce updated points standings no later than the following race day.

Racing Order

Updated 2/2/2024

The order of the classes and divisions will follow the racing order defined below; however, the Race Director may change the race schedule, at his discretion, due to inclement weather or time constraints.

1. Junior Novice
2. Advanced Novice
3. Junior Honda
4. Senior Honda
5. Heavy Honda
6. Jr. Animal
7. Sr. Animal
8. Unrestricted Animal
9. Jr 160
10. Lt 160
11. Heavy 160
12. B
13. Lt World Formula
14. Heavy World Formula
15. Mod World Formula
16. Half

Warm Ups

There will be no warm up period. Drivers will line up in order in the pits, and starts will be hot out of the chute. However, at the discretion of the Race Director, warm ups may be allowed pursuant to the then current National QMA Rulebook.

Race Time Limits

There will be a time limit of 15 minutes per Heat race and 20 minutes per Main race; however, the Race Director may change these limits, at his discretion, due to inclement weather or other constraints. This time begins when the flagger throws the initial racing green flag. Clock will stop during red flag conditions. Clock will resume when the red flag condition is lifted.

Race on Track Called for Time

When time is up, per the tower, verified by the at least two people working in the tower, the race will finish on the next incident flag or at the checkered flag. If an incident occurs that brings out the yellow or red flag, the field will be lined up in re-start order and that will be the finish of the race signified by the waving of the yellow and checkered flags together.

Race on Track Called for Rain

Races on the racing surface called for rain will move the cars to the hot chute or staging area as directed by the race director, cars will remain there until race is resumed or called. No working on cars in the hot chute during rain delay.

Rain Out of Event

For the 2024 season, there will be no makeup days for Rain Outs.

It is at the discretion of the Race Director to call the race for cause. The race director will not make a final decision to cancel an event prior to 11:30 am. Rain Outs are club events that were called due to rain or other cause when no green flag was thrown for any race or qualifier.

No late sign-ins will be allowed after a rain out is called. Drivers signed in will receive an "Attempt to race" toward year end award eligibility.

If a race is called for rain, there are 3 different scenarios where points are applied to your class:

1. If not all heat races in the class are run, or the whole class does not complete qualifying, no points are awarded to all drivers in that class
2. If a class completes all of its heat races or qualifying, even if some lower mains are completed, but the day is called for weather, drivers will be awarded their heat race or qualifying points plus 1st place A main points
3. If a class finishes all heats or qualifying and all mains, but the day is called for weather and other classes are not able to run their mains, those classes who finished their mains will be awarded as normal

Refunds: For the first Rain Out of the season only, racing fees will be rolled forward to the following club event. If that event also rains out then fees are donated to the club.

Delay

In the case that the event is delayed, the Race Director will have the authority to alter the number of laps to best fit in all the races. It is at the Race Directors sole discretion to cancel qualifying or heats and move straight to main events. Lineups will be based on points (or pill draw if first race of the year). In this case, all drivers will receive max points for qualifying or heats.

Qualifying or Heats

The format (qualifying or heats) of each race event is determined by the season's published schedule.

Qualifying

Track records will be open at all events with qualifying format. On qualifying days warm up laps will not be allowed, all 8 laps will be on the clock. Track records will be timed utilizing the WQMA computer scoring system. In the event that there is a scoring or timing malfunction while a car is on the track for qualifying that prevents the car from accurately being timed during the prescribed number of laps, the car will be black flagged and brought into the hot chute. Timing of other cars in class may continue while timing issue is addressed. The car in the hot chute will be released after a minimum of two cars complete qualifying, and at the discretion of the Race Director. The car will then be sent out again to start their 8 laps on the clock.

Points – Moving up

Drivers advancing from one division to another, **within the same engine class**, may be able to take part in the new division's point series. With regard to points, move ups are:

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- Drivers moving from novice to a competitive class (Novice to Jr. Honda or Sr. Honda) • drivers moving from one division to another within the same engine class (examples: Jr. Animal to Sr. Animal, Lt. 160 to Hvy. 160).

NOT considered a move up: Moving from one CLASS to another (such as: Jr. Novice to Jr. Animal, Jr. Honda to Lt. 160 or Sr. Stock to Mod) will *not* be considered a move up: the driver will enter the new class with 0 points.

When a driver moves up, he will enter the new division with 1 point less than the driver with the lowest point total in the new division, who has run the same number of events.

In order to be eligible for the move up points, drivers must move by the start of the 4th race of the series. If a driver moves up *after* the 4th race in the series, they will start with 0 points in the new class.

Only one move per series allowed, and it must be at the beginning of an event. If a move up received a Flagrant Unsportsmanlike Conduct disqualification or a Technical DQ at teardown, or suspension in the old division, then they will start the new division with 0 points. Moved up drivers retain the points received in their old division for the remainder of the points series.

Throw Out Event

There will be one throw out event for the 2024 season (per driver, per class/division). Each competitor will throw out their lowest event points total in each eligible class/division; it must be an event where other competitors scored points in that class/division. You cannot throw out an event in which you receive NE (NE=not eligible) due to a Flagrant Unsportsmanlike Conduct disqualification, Technical DQ at teardown, or suspension.

A driver does not need to sign in to an eligible event to qualify for a throw out event. A missed event (in a class/division where other competitors scored points at that event) will be scored as 0 points and may be used as the throw out event for that class/division.

Move ups: If the driver moves up and missed an event in the old division, their one throw out event will be in the old division and will not be allowed another in the new division.

Points System

Points are awarded to the driver, not the car.

**In the event of a tie for places at the end of the series, two equal places will be awarded. (Ex. tie for 1st there will be 2 - 1st place awards given, and the next best finisher would receive third place). Rollover awards will be given only if the rollover occurred during a race (warm-ups and practice do not count).

For heat and qualifying points tables, please see the end of the document.

YOU WILL ONLY RECEIVE POINTS FOR THE HIGHEST MAIN THAT YOU QUALIFY FOR In the event a race is canceled for rain, refer to the "Rain out of Event" clause of this format.

If two or more cars are disabled together and are unable to continue, the points will be added together and divided between them equally unless one of the cars receives a call for that incident in which case

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they will then be scored as the next car behind the others in that incident.

Flagrant black flags will be captured on scoring sheet by tower and receive 0 points for that race. Flagrant Unsportsmanlike Conduct disqualification and Technical DQ's at tear down will receive no points, and NE (NE = not eligible) for the entire event in that class but will still receive credit for year-end awards. Drivers under suspension will receive NE for the specific class they are suspended from. All other DQ's will result in last place points for that race. If more than one driver is disqualified in a race, then both drivers will receive last place points. For example, if two drivers are DQ'd in a race with ten cars, then both drivers would receive points for 10th place. No driver would receive 9th place points.

If a driver scratches from their Main race, before the lineup is posted, lineups will be adjusted per the QMA rule book.

Drivers who score DNS (Did Not Start) or DNF (Did Not Finish) as the result of a crash, third chargeable DOT (Dead On Track), or any other instance identified as a DNF under QMA rules in a race will receive points according to when they drop out in relation to other drivers. They will be slotted into the main features based on their finishing position but will not be part of the inversion.

DNA (Did Not Attempt) means that the qualified car was not started or pushed out from the staging area onto the track for the race. A DNA for heat races or qualifying will receive 0 points. DNA in the main feature will receive last place points, but only if the driver attempted to race/ qualify for that class/division earlier in the event; otherwise, the driver will receive 0 points.

Novice Class is NOT racing for points or championships. Their attendance is logged for year-end participation awards.

Awards For Points Events *(awards given unless otherwise stated)*

A-Main Events: 1st, 2nd, 3rd Places

B-Main Events: 1st & 2nd Places; Medals for 3rd Places

C & Lower Mains: 1st Place; Medals for 2nd, 3rd Places

Any awards for non-points events to be determined by the board.

Novice classes will award 1st, 2nd, 3rd, and 4th places. Same adjustments apply for lower mains (medals).

Event awards will be given out immediately after tech is completed except in extreme circumstances as determined by the WQMA President.

Year End Awards

For a driver to qualify for year-end awards he must attempt to race 50% of the scheduled events in the classes point series. Novices must race 50% of eligible events to receive year end awards.

For a division to qualify for year-end awards, that division must attempt to race at least 50% of the scheduled events with a minimum of 2 cars in each event.

An "attempt to race" for an event shall be defined by either of the following scenarios: • Car signed in

and scored something other than a “DNA” for qualifying, or a heat, or a main. See definition of “DNA” under Points System.

- Car signed in and event was called on account of rain or other cause. See Rain Out of Event.

Eligibility for year-end participation awards, year-end trophies and jackets, will be defined as signing in as a WQMA member for 50% of club events available.

Year-end trophies and jackets will be awarded to the top four competitors in each division pursuant to the eligibility criteria stated above.

Tire Rule

All participants in all 2024 WQMA events will be required to run Spec Vega QMA tires on the right front and on the right rear. If a car is spotted in staging with the wrong brand and or compound tire, they will be required to change to the allowed tire brand and compound before being allowed to enter the track. If a car finishes a race with the wrong brand or compound tire, then they will be DQ'd at scales and receive 0 points for that race. All other QMA rules pertaining to tires apply. Junior Novice and Senior Novice are not required to run the Spec Vega QMA tires.

At all 2024 WQMA events all cars will be required to start their A Main event with the same right-side tires that they ran during their respective heat race. For qualifying events, all cars will be required to start the A Main event with the same right-side tires that they qualified with. The WQMA Tech Director and WQMA board will implement a system for marking tires at the conclusion of each heat race or qualifying session to ensure that A-Main feature participants are using the same tire that was used for heat races and/or time trials.

Allowances for a replacement tire can be made with prior Race Director approval in cases where a tire becomes inadvertently damaged beyond use. The replacement tire must also be a previously marked tire. Penalty for racing the A Main without the required marked tire will be considered a DQ at scales and receive last place points for that race.

Fuel

Fuel will be tested periodically at the discretion of the tech director. Mid-grade fuel must be purchased at the Shell station, at 13885 Fryelands Blvd. Monroe, WA 98272 (1/2 mile west of track on Hwy. 2, across highway and railroad from AM/PM), on the day of all club events, points races or not, whether it is heat races or qualifying format. Selected station and grade shall be posted on the club website. The same fuel may be used during both days of a double header event, at the Tech Director's discretion.

Sealing

Sealing will be done per QMA procedures/rules on qualifying days immediately after each car qualifies that breaks that division's track record. Those cars required to be sealed that leave the sealing area prior to getting their car sealed will receive a “no time”. In Addition, all of these seals must still be in place when engine is teched.

Technical Procedures

The top 4 finishers in each A Main of all events will automatically be impounded to a specified holding area for Technical proceedings. Fuel will be checked on all cars before they are released. Tech

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teardowns will be done per QMA rulebook. All cars in impound must remain there until released by tech director; not doing so will be considered a refusal of tech. The Technical Director and one WQMA club board member will coordinate with the tower on how tech will be handled at each race. The Technical Director will draw a minimum of two classes that will be inspected for the event in the presence of at least 1 club board member.

In addition, cars will be checked for weight and conformance with QMA rules such as nerf bars, tread width, etc., when leaving the track after qualifying/heats and main events. Do not leave scale area until you are released, or you will be DQ'd.

End of Year Tech

At the conclusion of the final club points race of the year, the top four drivers in championship points in each class must present their car and engine for end of year tech. If you will not be attending the last points race of the year, exceptions will be made to present the car and engine at an alternate time and/or location. All exceptions must be approved by the tech director and the board prior to the running of the final points race.

Failure to present car and engine for end of year tech, or failure of end of year tech will result in the loss of eligibility for year end points awards.

Helmet Visors

All drivers must wear clear or amber face shields after dark, or whenever the lights are turned on. The race director shall determine specifically which race number this begins with.

REQUIRED DRIVER'S SAFETY GEAR:

- Helmet: Snell SA/SAH 2015 or SFI 24.1, with no cracks in face shield
- If using the CMR karting helmet driver must wear a SFI 3.3 rated head sock
- Jacket and Pants (or full suit): SFI 3.2A/1 minimum
- Neck Collar or Hans Type collar: SFI 3.3
- Gloves: SFI 3.3/5 2 layer
- Wrist Restraints: No spec
- Shoes: No spec, just must completely cover feet
- Socks: No exposed skin when sitting in car

Points System Tables

Heats: 1 point spread per position

1st – 20

2nd – 19 3rd

– 18 etc.

Heat race line-ups to be determined by pill draw at sign-in. Driver pill draw numbers will be posted next to driver's name.

Main Event: 2 point spread per position:

A-Main: 1st - 150, 2nd -148, 3rd -146, 4th -144, 5th -142, 6th -140, 7th -138 etc.

B-Main: 5th - 130, 6th -128, 7th -126, 8th -124, 9th -122, 10th -120
(Novice Classes Start at 134)

C-Main: 5th - 118, 6th -116, 7th -114, 8th -112, 9th -110, 10th -108 (Novice Classes Start at 126)

D-Main: 5th - 106, 6th -104, 7th -102, 8th -100, 9th -98, 10th -96
(Novice Classes Start at 118)

E-Main: 5th - 94, 6th -92, 7th -90, 8th -88, 9th -86, 10th -84 (Novice Classes Start at 110)

F-Main: 5th - 82, 6th -80, 7th -78, 8th -76, 9th -74, 10th -72 (Novice Classes Start at 102)

G-Main: 5th - 70, 6th -68, 7th -66, 8th -64, 9th -62, 10th -60 etc. (Novice Classes Start at 94)

Qualifying Points - Novice

	FINISH																							
Car Count	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1 - 8	20	19	18	17	16	15	14	13																

9 - 16	2 0	2 0	1 9	1 9	1 8	1 8	1 7	1 7	1 6	1 6	1 5	1 5	1 4	1 4	1 3	1 3										
17 - 24	2 0	2 0	2 0	1 9	1 9	1 9	1 8	1 8	1 8	1 7	1 7	1 7	1 6	1 6	1 6	1 5	1 5	1 5	1 4	1 4	1 4	1 3	1 3	1 3		

	FINISH																							
Car Count	1	2	3	4	5	6	7	8	9	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	2 0	21-2 4	25-2 8	29-3 2	
25 - 32	2 0	2 0	2 0	2 0	1 9	1 9	1 9	1 9	1 8	1 8	1 8	1 8	1 7	1 7	1 7	1 7	1 6	1 6	1 6	1 6	15	14	13	

	FINISH																							
Car Count	1	2	3	4	5	6	7	8	9	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	2 0	21-2 5	26-3 0	31-3 5	36-4 0
33 - 40	2 0	2 0	2 0	2 0	2 0	1 9	1 9	1 9	1 9	1 9	1 8	1 8	1 8	1 8	1 8	1 7	1 7	1 7	1 7	1 7	16	15	14	13

Qualifying Points – Junior and Senior (Non-Novice)

	FINISH																																			
Car Count	1	2	3	4	5	6	7	8	9	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	2 0	2 1	2 2	2 3	2 4	2 5	2 6	2 7	28-3 0								
1 - 10	2 0	1 9	1 8	1 7	1 6	1 5	1 4	1 3	1 2	1 1																										

