

SJQMA Racing Rules

Racing at SJQMA will follow all USAC.25 rules (Appendix II, 1713 Racing Rules and Procedures) with the following clarifications:

1. A Computer is used for line-ups therefore, late sign-ins will be lined up at the end of the class.
2. Number of laps for races to be set at the discretion of the tower and race director.
3. Time limits may be set for each race at the discretion of the tower and race director. Once time expires, and the caution flag is displayed, there will be one final re-start, then the next yellow or checkered will end the race. The chief steward will announce to the hot chute that this will be the last green flag for the race.
4. Under caution a car in the hot chute will be given 2 laps to return to the track after the restart line-up is set. This applies to main events only; no laps will be given in the heat races unless otherwise determined by the race director.
5. Two corner workers per corner: car #'s 1 and 5 in turn 1, car #'s 2 and 6 in turn 2, car #'s 3 and 7 in turn 3, and car #'s 4 and 8 in turn 4.
6. Only 2 handlers per car are allowed in the hot chute.
7. Everyone in the hot chute and around the track (handlers, corner workers, chief steward, flagger, pit steward, etc.) must wear safety vests or safety orange/yellow shirts.
8. Anyone causing a disturbance will be asked to leave the facility. Non-compliance will result in disciplinary action to be determined by the SJQMA Board of Directors.
9. No one is to approach the tower. All questions must go through the chief steward.
10. Random classes are subject to technical inspection each week. Chief Steward and tech director will determine classes and cars to be inspected. All classes will be subject to the possibility of being technically inspected at any given race.
11. Wristbands must be worn in the pits.
12. No children in the hot chute area during racing or during intermission when the track prep vehicles are on the track.
13. On initial starts and restarts cars will not be allowed to accelerate until the "gas it up" line which will be located (painted on the track) in turn 4.
14. The method used for restarts will be a dot or line painted midway on the straight, in the vicinity of the start/finish line, between turns four and one, at about two-thirds of the track width from the bottom. All 4 tires must stay above dot or line or a caution will be displayed. The offending car is penalized two positions and will not receive a strike. Drivers repeating the offence during the same race is moved to the rear of the field and given a strike.
15. On starts all cars must remain nose-to-tail until the green flag is displayed. Nose-to-tail means that the trailing car must keep at least one front tire within the tire tracks of the car ahead.
16. No car is to drive through the infield. If all four tires enter the infield and the driver does not stop, the car will be DQ's from the race.
17. If any part comes off a car onto the racing surface and causes a caution flag to be displayed, the offending car is responsible for the caution. That car will receive a strike and will be sent to the rear of the field.
18. At local events, divisions may be combined. For example, Light & Heavy divisions may be run together as long as the Light cars are started in the front and the Heavy cars to the rear for the initial start. Light & Heavy cars are separated on the score sheets to determine the finish of both divisions separately.

19. Incidents involving defensive driving: (When a driver changes his driving pattern more than one time to block a fellow competitor from passing them.) The Chief Steward will display a rolled black flag to the offending car(s), charging them with a (2) strike penalty and placing them at the tail of the line-up. RaceCeiver communication will warn the driver of the defensive driving. A second defensive Driving incident in the same race will receive a race DQ.