



2021 AQMA Racing Rules

INTRODUCTION & PURPOSE

The intent of this document is to explicitly state the racing rules, regulations, and format under which AQMA Club races are conducted. All current POWRi rules, regulations, specifications, scoring procedures, flagging procedures, judging procedures, national work rule, tech procedures and code of conduct rules at local and regional level shall apply.

2021 Club Race Series

There are ten (10) points races scheduled for the season. All ten (10) races will be Qualifying format. There will be two (2) throw-out used in total year end points calculation. The year end points totals will be the accumulation of eight (8) highest races per Driver class.

Only in Flagrant Unsportsmanlike Conduct offense or Technical DQ will NOT be considered as an allowable throw-out for year-end awards. If a driver is on any technical DQ serving a POWRi suspension, again, this is not an allowable throw-out. Flagrant Unsportsmanlike Conduct offenses are listed below and will be based on judging calls and the severity of the action.

In the event of a cancellation, the following shall apply:

- 1) If Qualifying and Heats are completed for all classes before the event is cancelled, the race day shall be considered complete, and race day points will be awarded accordingly. For classes that do not complete their Mains, 30 points will automatically be awarded to each participating Driver.
- 2) If a Race is cancelled and cannot be made up through a rain date, then the event(s) will be dropped from the Series. Extra rain dates beyond those included in the schedule will not be added. There will still be a low throw-out race.

Race Fuel: Fuel will be tested at random. The official race fuel for all races at AQMA is mid-grade 89 octane unleaded gasoline acquired from Chevron at 1890 Prairie City Rd., Folsom, CA.

Racing Points

| Sign In, Qualifying and Heat Points | | | |
|-------------------------------------|---------|-------|------|
| Finish | Sign In | Qual. | Heat |
| 1 st | 5 | 3.5 | 15 |
| 2 nd | 5 | 2.5 | 14 |
| 3 rd | 5 | 1.5 | 13 |
| 4 th | 5 | 0.5 | 12 |
| 5 th | 5 | 0.5 | 11 |
| 6 th | 5 | 0.5 | 10 |
| 7 th | 5 | 0.5 | 9 |
| 8 th | 5 | 0.5 | 8 |
| 9 th | 5 | 0.5 | 7 |
| 10 th | 5 | 0.5 | 6 |
| 11 th | 5 | 0.5 | 5 |

| Main Event Points (except Novice) | | | | |
|-----------------------------------|--------|----------|----------|----------|
| Finish | A-Main | B-Main | C-Main | D-Main |
| 1 st | 30 | Transfer | Transfer | Transfer |
| 2 nd | 28 | Transfer | Transfer | Transfer |
| 3 rd | 27 | 19 | 11 | 1 |
| 4 th | 26 | 18 | 10 | 1 |
| 5 th | 25 | 17 | 9 | 1 |
| 6 th | 24 | 16 | 8 | 1 |
| 7 th | 23 | 15 | 7 | 1 |
| 8 th | 22 | 14 | 6 | 1 |
| 9 th | 21 | 13 | 5 | 1 |
| 10 th | 20 | 12 | 4 | 1 |

| Main Event Points (Novice) | | | | |
|----------------------------|--------|----------|----------|----------|
| Finish | A-Main | B-Main | C-Main | D-Main |
| 1 st | 30 | Transfer | Transfer | Transfer |
| 2 nd | 28 | Transfer | Transfer | Transfer |
| 3 rd | 27 | 21 | 15 | 7 |
| 4 th | 26 | 20 | 14 | 6 |
| 5 th | 25 | 19 | 13 | 5 |
| 6 th | 24 | 18 | 12 | 4 |
| 7 th | 23 | 17 | 11 | 3 |
| 8 th | 22 | 16 | 10 | 2 |
| 9 th | 21 | | | |

CLUB RACE SERIES POINTS

- **Two cars constitute a class** - Two cars constitute a class to earn points and/or credit for the event in the series. Single cars can earn points if they are able to run in a combined class.
- **Single Car Classes** - Classes with only one Driver signing up may run in all events for the day and will be encouraged to combine with like classes when allowed by POWRi rules. Participants in single car classes that are combined will be lined up according to regular line up procedures (pill draw, time, etc.) and receive points for the place they cross the finish line but will not take points away from the class they are combined with.
Example: Heavy Honda is a single car class and is combined with Senior Honda. Heavy Honda driver crosses the finish line in 3rd place and will receive 3rd place points for Heavy Honda. Senior Honda driver crosses the finish line in 4th place but will also receive 3rd place points for Senior Honda. 5th place Senior Honda driver will receive 4th place points, etc.
Participants in single car classes that cannot be combined or refuse to combine will receive sign in points only for that class.
- **Race Day Sign-In** - 5 points will be given for each sign-in in which the participant attempts to qualify by completing one lap under power. These points are not part of the race day points and cannot be thrown out, except in the case of a Tech DQ resulting in a suspension where all points of the day are canceled including sign in points.
- **Qualifying:** Qualifying points will be awarded according to the points table in each class division. There will be 1 bonus point for new track records awarded to the final new track record holder in a given class or division at the end of Qualifying.
 - A Driver light at the scale after qualifying receives 0 points for qualifying.
- **New Track Record:** There will be 1 bonus point for new track records awarded to the final new track record holder in a given class or division at the end of Qualifying.

If a Driver breaks a current track record during their 8 qualifying laps, they must submit to a mandatory tech inspection and weight confirmation. If the fastest qualifier does NOT pass tech inspection after the main event, or meet weight requirements immediately upon leaving the track after qualifying, and there is a second Driver that also broke the current track record, then the second-fastest Driver must submit to and pass inspections to be granted the record. This process may be extended to all Drivers that broke the standing record, until a car/Driver is found to pass both weight and technical inspection. This Driver will receive the official Track Record, and the Bonus Qualifying Point. New track records are not official and will not be recorded unless weight confirmation and the Technical Director or his official representative has completed tear down, or an alternate appointed by the President.

If any of the top five qualifiers do not make weight upon weighing immediately following qualifying, they receive a "NO TIME" and the remaining Drivers in that class move up one qualifying spot, and receive qualifying points and heat race position accordingly.

Any protests regarding points for club races must be made to the Tower Director in writing within 48 hours of official points being posted on the club website. Protests will be determined

by a majority vote of the club's board available for meeting or conference call upon 24-hour notice.

- **Monza** - All Monza races at AQMA are excluded from the club point series.
- **N/S** – No show. No show for race (no attempt to push off in time for the race). The driver will receive no points for the race.
- **DNS** – Did not start. Any driver who is ready and checked by the pit steward but cannot get their car started for warm-ups or the initial green flag, will be scored as a DNS, and receive last place points for that race.
- **DQ** – Disqualification.
 - DQ Flagrant- Flagrant rough driving, unsportsmanlike conduct during the event will result in full day/event DQ and zero points for the day.
 - Any driver infraction occurring after the checkered flag has been thrown is an immediate disqualification and will be scored as a DQ. Any incident that occurs in the hot chute or as the cars are leaving the track that the judges by majority vote determines to be intentional or deliberate will result in a disqualification and scored as a DQ and may not be thrown out.
 - DQ Mechanical will result in last place points for race only (Example: Loss of exhaust or any exhaust parts, liberating fluids, fuel tank or fuel cap, “tail cone, but not from an incident resulting in another driver being charged”)
 - DQ Chargeable will result in last place points for race only (Example: Causing wreck/taking charge after checkered flag is thrown, driving through scale house, exiting track unsafely)
 - Under minimum weight at scales, the driver will receive last place points for that race and the event may still be used as a throw out.
 - Any tech DQ , “failure in impound”, during the event will result in full day/event dq and zero points for day.
 - Any car going into the infield (all 4 wheels), yellow flag will be thrown. That car will receive a Charged Yellow and started at the back – unless the judges determine another car is 100% at fault for the incident. Then only the at fault car will receive a Charged Yellow and sent to the back.
- **DNF** – Did not finish. This also includes any driver who does not finish the race voluntarily (broken car/parts). Driver must take at least ONE lap under their own power to be scored as a DNF. (Example: Going DOT after checkered is thrown, breaking on last lap, not finishing race for any reason that is not a DQ
 - Going DOT after checkered is thrown
 - Breaking on last lap
 - Not finishing race for any reason that is not a DQ
 - Signaling, working on the car on the track
 - Safety gear failure or falling off

DNF points will receive last place points for that race.

- 19 points for Main in competitive classes, 22 in rookie classes, regardless of car count.
- 5 points for Heat in competitive classes, 8 points in rookie classes, regardless of car count

Any car or cars that receive three driver's infraction calls for any reason will be black flagged but scored as DNF.

- **No Time** will receive zero points for qualifying and start in the back of the lineup in order of pill draw.
- **Driver Communication-**
 - No touching car other than to work on raceceiver
 - Driver communication (raceceiver must be working and checked by pit steward. Race will not be held up for non working driver communication. Once single file lineup is made, driver will receive (3) courtesy yellow flag laps. If driver communication problem cannot be corrected in that time it will result in a N/S and driver will not enter the race. (All cars ready will push off Pit steward shall notify tower and race director of car(s) with driver communication problems.)
 - Loss of driver communication during the race. Under yellow or red flag if a driver on the track is found not responding to communication by Raceceiver, that driver shall be called into the pits. If it is found that the Raceceiver is not functioning properly they will be required to fix the problem. They will be given (3) courtesy yellow flag caution laps to correct the problem once lineup is made and cars are in race order. They will be required to restart at the back of the lineup. If driver communication problem cannot be corrected, it will result in a DNF and the driver will not continue in the race. If no driver communication problem is found, driver will receive 1 warning and be made aware that they need to respond to communication from the track official and will resume in the lineup where they were last scored. If problem persists, driver will be removed from the race and scored DNF.
- Handlers are responsible for recording their own car/driver's weight after qualifying. Not recording weight after qualifying will result in a DQ and receive a "No Time" for qualifying. Following heat and main events, weights shall be verified by another handler or race official.
- Cars leaving the track must do so with caution. Driving through the pits, hot chute or scale area is prohibited; the penalty is a DQ for a race or No Time for qualifying, called by any race official.
- Race finishes will be official only after the Technical Committee clears car from impound.
- Handler will be allowed on the track to turn fuel valve on or restart a car that has spun. No working on the car or it will be a DQ for a race or No Time for qualifying called by the Race Director
- If a car spins/goes DOT during warm up laps the handler may enter the track to restart, but number of warm up laps will continue from the lap that the car spun out.

AWARDS

- **Novices:** The entire Novice Class will receive participation awards for each Main Event. The Novice Class is excluded from receiving points towards year-end awards, including Annual Jackets for Trophies indicating year-end position.
- Novices will however, accrue points toward the AQMA Point Championship for purposes of calculating class transfer position.
- Novices that have participated in the minimum number of races as defined in Section 5, or have participated in the majority of the point races available to them after graduation from training, will receive an AQMA point series participation award.

Year End Awards:

- To be eligible for year-end awards: a POWRi Driver must have entered, qualified, and attempted to race in a minimum of eight (8) Races in a given class (transferring Novices are granted an exception) **AND** be an AQMA member or Associate Member.
- That class must have met the requirements of a minimum class at least six (6) or more times during the racing series.
- **Families must have also met the minimum work requirements to receive any year-end award. Associate Members may complete race day hours instead of work party hours to be eligible for year-end awards.**

WORK PARTY REQUIREMENTS:

- Participation during AQMA work parties is a requirement of membership.
- All Families must participate in 20 work party hours per year. If 20 hours can't be accomplished, a \$200 buy-out is available
- Participation outside of the organized work parties (such as regular facility maintenance or special projects) will be considered applicable towards this participation requirement on a case-by-case basis at the sole discretion of the Vice President, or their designee. The Vice President must also give pre-approval prior to work being done at the facility.
- A drawing for one free race entry (1 car) for AQMA Club Races will be held during each work party. The drawing will be at the end of the work party and you must be present to win.

Champion: At the end of the racing season the overall point leader in each class will receive 1st thru 3rd place will receive an award. All other eligible participants will receive a plaque. Provided they have raced the minimum number of races required and complete Work Party Requirements to be eligible for awards. AQMA championship jackets will be available to order at member's expense.

Championship Tie Breakers: In the event of a tie within any class or class division for overall points championship of the AQMA Club racing season, the tie will be broken in the following order:

- 1st Consideration – Greatest number of first place main event wins
- 2nd Consideration – Greatest number of first place heat race wins
- 3rd Consideration – Greatest number of new track records
- 4th Consideration – Greatest number of fastest qualifier

Rookie of the year

- A Jr. Novice or Senior Novice moved to a competitive racing class class 15 days or more prior to the first Grands of that calendar year shall be eligible for Rookie of the year honors in that calendar year.

- A Jr. Novice or Sr. Novice who is moved to a competitive racing class with 14 days of the first Grands or thereafter of that calendar year shall be eligible for Rookie of the year honors the following calendar year. The award will be an embroidered jacket for the driver.

Eligibility:

- The driver must be an AQMA Member or Associate Member
- Driver must compete in a minimum of 5 competitive division races. Family must meet Work Party/Hours requirement.

Winners of the award will be determined using average points per competitive race run. If an eligible driver races 5 races, their points total for those races will be divided by 5 to achieve an average points per race. The driver with the highest average will be the winner. There will be 1 Junior and 1 Senior Rookie of the Year.

Most Improved Driver (Jr. or Sr.)

- Family must meet Work Party/Hours requirement.
- Voted on by the BOD, Track Director and Flag Director
- Winner will be announced at the Awards Banquet and will be presented with an award.

Sportsperson of the Year

- Will be awarded to any non-driver and will be determined and voted on by the BOD.
- Winner will be announced at the Awards Banquet and will be presented with an award.

AQMA's Fastest – The fastest times for each class will be tracked throughout the year. The fastest qualifier in each class will get an award. There must be at least two cars per class at least once out of the qualifiers for the class to receive the award.

RACE DAY SCHEDULE & FORMAT

8:00AM (or PC Operating Hours) to 8:30 AM Sign Ins

8:30 AM Pit Meeting

Practice starts immediately after pit meeting

Club Race Fees & Sign In

- Car Fee: \$30.00 per car. Racing fees include both Novice and Competitive classes.
- EMT Fee: \$10.00/per family – per Club Race.
- All handlers must sign the POWRi waiver form and wear a wristband.
- Safety: All cars must go through Safety. Drivers in Heavy classes will weigh at this time.
- Safety: Novices must go through a safety inspection at ALL events and bring their safety sheet to the Tower for sign-in.
- Anyone in the “restricted areas” (where cars are under power) must provide proof of POWRi membership, sign the waiver and wear a wristband.

- During driver sign-ins, each family is required to select a race position (flagger, scorer, lap counter, track director etc.) to fill in for at least one class during the event. The tower director or track director can assign additional duties as needed if positions are not filled.
- Request for refunds of sign-in fees will only be honored for classes in which the Driver did not attempt to qualify by completing one lap under power, or in the case of a 'One Car Class' resulting from all other entries having irreparably crashed or suffered mechanical failure before the first heat race provided the class in question had two or more entries at the start of qualifying.
- Non-Sufficient Funds (NSF) Checks will be charged a \$25.00 service fee. The amount of the NSF check and the \$25.00 fee needs to be paid to AQMA via a cashier's check or cash only. Any future events that members may be asked to pay AQMA in form of cash or cashier's check only. If these fees are not paid within 15 days of notice, driver will lose race points for the day. All fees must be paid before the next race. All members must be in good standing with their financial obligations to AQMA before a family can sign in to race or receive a Year End Award.

LATE SIGN-IN'S

- A late sign-in car is a car and/or Driver who attempts to sign in to any class after that class has finished qualifying. A given class is considered to have finished qualifying when the following class takes the track for warm up of its qualifying round.
- Cars and Drivers may sign in to an open class any time during the day, (provided they have passed safety inspections), up to the point where that car's class begins its Main Event. An open class is one in which there are less than eleven cars already signed in at the time the late sign in arrives. Late sign-ins will NOT be accepted if doing so would result in a class with more than eleven cars
- After qualifying and line-ups for the target class have been posted, late sign-ins will still be accepted under the terms above, provided that adding the late sign-in to that class will never alter or change already posted line-ups.
- Late sign-ins arriving after the class has finished qualifying will not be allowed any make-up qualifying attempts.
- All late sign-ins will start in the back of their respective Heat Races (Main Event, if Heat is missed or not scheduled) in order in sign-ins.

Race Format

Hot Laps/Warm Up:

There will be one full round of hot lap practice prior to qualifying.

- Novice Class – 5 cars for 2 minutes
- All Others – 7 cars for 2 minutes

Classes with more than seven (7) cars (five for Novices) will be split into two (or more) practice sessions.

Qualifying:

Qualifying order will be decided by pill draw, lowest to highest with full invert. In the event of combined classes, the single car/driver's pill draw will be included in the determination of qualifying order for the combined class.

Qualifying will begin in paper number order, (determined by pill draw at sign-in). If you miss attempting to qualify in this order for any reason, the participant will receive a “NO TIME” and line up behind the cars that did qualify in the Heat Race, in order of sign in.

Qualifying will be one time on the track, with eight (8) laps. All eight laps are on the clock. All qualifying attempts will be back to back only. If you fail to qualify, you will receive NO TIME. There will be NO make-up qualifying for any reason.

In the event of a clock malfunction, the car/driver will exit the track after receiving signal from the flagging official. The Tower will announce how many laps were missed. That Driver will go back to the front of the hot chute area and will be the next car out. (Tower will need to communicate quickly with the pit steward to keep the next paper numbered car from going out. if that car does go out, the re-qualifying car will be next in line). The re-qualifying car will go out on the track, have two warm-up laps, and repeat only the missed laps.

- The driver qualifying the car is the only one eligible to drive it in the event for which it is qualified.
- No more than one driver may qualify in any one car in the same division during a given event. (Example: only one lightweight and another driver-a heavyweight- may qualify the same car in the 160 class.)
- Timing will continue until all classes/divisions are completed. In the event of a stoppage during timing of a division due to weather, curfew or other emergency, and cannot be resumed on the same day, the entire division must be re-timed when timing resumes.
- In the case of an identical time in qualifying, the next fastest lap will be used as the tiebreaker to determine the qualifying position.
- Cars may qualify and practice without tail cones; however, tail cones must be in place for racing. If you qualify without your tail cone, you must scale without your tail cone and make weight, if underweight, the result is a DQ and will receive a “No Time”.
- After qualifying, all cars will be weighed. Any car/driver not meeting weight requirements will forfeit qualifying times and receive a “No Time”
- All engines are to be sealed in the car; any sealed component that needs the seal to be broken must be torn down by or in the presence of a Technical Director, if not this will be a DQ for the full day/event.
- If the car leaves the track, for any reason, after at least one time on the clock, they are finished. Also, if a car leaves the track for any reason before any time is taken, this car will receive a “No Time”.

NO JUDGES

In the event the club chooses to run a race with no judges.

1. Any cars that go dead on the track will restart at the back of the lineup in the order that they were last scored, unless you go DOT because of a flagrant/rough driving call on another driver then you will keep your position last scored.
2. Three driver infractions will be black flagged and scored a DNF. (Example: 3 DOT, Didn't go DOT but caused yellow/red to come out 3 times)
3. The race director may make a flagrant/rough driving/unsportsmanlike conduct call that must result in a DQ for that race only.
4. All DQ/DNF/No Time Rules apply.

Race Lengths:

- Heat Races – 20 Laps (All Classes). **(20 minute time limits for Novices)**
- Semi's & Consis – 25 Laps – All Classes
- Main Events
 - 25 Laps – Novices **(25 Minute time limit for Novices)**
 - 30 Laps – All Other Classes (25 Laps in 3 or less cars)

Lineups

Heat Races: lineup will be an invert of top five from qualifying finish order. The rest of the field will be straight up from qualifying order, i.e.: Fast Qualifier starting position number five, then rest of field straight up from qualifying order, then any DNQ. In the event of combined classes, the single car/driver's qualifying time will be included in the determination of line up order for the combined class. Novice classes will be lined up using this same method and then broken into two (2) or more groups. i.e.: if there are 11 Novice Drivers, the same system is used splitting them into two groups (or more) based on their qualifying times; i.e.: group one will consist of the 1st, 3rd, 5th, etc. of fastest qualifiers. Group two will consist of the 2nd, 4th, 6th, etc. of fastest qualifiers. This was implemented so that there will not be a semi for Novice Drivers.

Main Events: (except for classes requiring a Semi – see below) will lineup in inverse order based on the combined points earned from qualifying and the heat race, highest points starting in position five. Then the rest of the field will be lined straight up. In the event of combined classes, the single car/driver will be included in the determination of line up order for the combined class. Cars that DNF, DNS, NS, or are Disqualified in the Heat will line up at the back, in this order. If more than one car DNS, or NS for the Heat, then those two (or more) cars will lineup in order of qualifying, with the advantage given to the car that was the fastest qualifier, DNS before NS. If more than one car was disqualified in the Heat, then the two (or more) cars will lineup in order that they went out of the Heat Race, with the most laps completed getting the advantage.

If there are only 11 drivers signed in, , then one heat will run and ALL cars will run in the Main. If there are more than 11 it will be divided into two groups, or the amount of groups needed to accommodate all the drivers in that class.

If there are 8 drivers signed in for Novice classes, all 8 will race together, more than 8 will be divided into two groups, or the amount of groups needed to accommodate for all drivers in the class.

Semi Main Races: In the event that any class has more than 11 entered, the following Semi Main procedures will apply.

NOTE: Novice classes will not run a semi race. All novice drivers will race in the main event and will remain in the same racing group as their heat race.

Considering qualifying and Heat Race points earned at that single race (not series), the top 8 points earning Drivers will automatically earn a spot in the Main Event. In the event of a tie in total accrued event points, the Driver with the fastest qualifying time will earn the final spot in the Main Event.

All Semi Main Event lineups will be straight up, with the high points to the front. In the event of a tie in accrued event points, the Driver with the fastest qualifying time will line up ahead of the slower qualifying Driver.

Two cars will transfer from the Semi to the Main Event and will line up behind the cars previously qualified for the Main Event. The transferring cars will not receive Semi Main Event racing points based on the racing table.

Starting the Race

During all races, as soon as all cars making the call are on the track, the starter will commence five green flag hot laps (10 hot laps for AA and Half Midgets) to warm up the engine and tires. At the end of the designated hot laps the starter will redisplay the yellow flag, call for lineup, and will display the green flag as soon as a reasonable lineup is achieved.

Junior Novices If after pushing off and no line up is achieved after 5 laps, the flagman will throw the red flag and handlers will line up cars. The same applies to restarts. (At the flaggers discretion they can adjust accordingly)

Any cars in the pits, or who have not crossed the designated start line when the starter calls for lineup, will lineup at the back in the order they return to the track.

If, in the Flag person's judgment, a car (or cars) is deliberately lagging the lineup to delay the start in order to give a car in the hot chute additional time, the Flag person may, at their sole discretion, either green flag the race without a clean lineup, or send the car(s) that are lagging to the back of the lineup.

The Tower will assign a spotter to begin counting laps for the AA class from the time lineup signal is given (in accordance with National scoring procedures). All laps, both green and yellow must be counted from the time the lineup signal is given, until they have reached 70 total laps. The spotter notifies the Head Scorer when 70 laps have been achieved and the cars are then eligible to refuel at the next yellow or red flag. If they are under yellow flag when the 70th lap occurs, the spotter will report to the Head Scorer that there is a need for a red flag to refuel immediately.

Courtesy Laps

- 5 laps per car/per race. If a car pulls into the pit area during a yellow flag and once the other cars are in line-up order, the flagger will give 5 courtesy laps to return to the race. The car in the pit must pass the "under power" line and must be under its own power, before the green flag is thrown. Courtesy laps may be used before the initial green.
- If all the cars in the race go to the hot chute at the same time, the tower will set a timer for 1 minute. Any car not on the track at the end of the minute will not be allowed to rejoin the race and will receive a DNF.

RACE DAY AWARDS

- **“Fast Qualifier”** - The fastest qualifier in each class will be presented with an award.
- **“Record Breaker”** – If a driver breaks a track record at a club race, s/he will receive an award.
- **“Heat Race Winner”** – Medallions or ribbons will be awarded to heat race winners.
- **“Main Event Top Finishers”** – First through third in the A Main will receive an award.
- **“Novice Participants”** – All novices will receive an award.

JUDGING

At all AQMA Race Events, a minimum of three (3) judges per race shall witness the race and be responsible for making all decisions on driving infractions. Less than 3 judges may be used if all handlers are in agreement.

At the discretion of the Club President or their designee, AQMA club judging rules may be applied for classes with less than four (4) cars entered. In this case the Track Director and Flagger will act as Judges, with the Track Director overruling in the case of conflict.

Judges shall not be Handlers, Owners, or Parents of Drivers entered in the same class and division at the race events.

POWRi judging rules will be followed for Driving Infractions and Disqualifications.

If a car is disqualified during a race, and does not immediately leave the track when shown the black flag, the flagman will show the flag two more times (on the next two laps). If the car still has not exited the track, the race will be stopped (red flag), and the disqualified car will be removed. Then the race will be restarted from the last recorded lap.

CLASS TRANSFERS

- **On transferring from Novice to Stock or Honda Class**, drivers will be allowed to transfer the points they have earned in the Novice class up to an amount equal to the lowest points driver with the same number of races entered.
- **Novices transferring into BOTH a Honda and Stock class** will receive transfer points into only one class, as determined by the Handler. The Handler is responsible for notifying the Points Director of their choice at the time of signing in at their first Honda or Stock race, PRIOR to qualifying. If not notified, the Points Director will carry the Novice Points earned into the class with the fewest participants to date.
- **If not notified, the Points Director will carry the Novice points to the Honda Class**
- **On transferring between class divisions** (Light to Heavy, or Junior to Senior) a driver will be allowed to transfer the points they have earned up to an amount equal to the lowest points driver with the same number of races entered.

WEIGHT RULES: POWRi weight rules will apply.

WORK RULE/HANDLERS: All handlers and drivers will observe the POWRi Work Rule, as written in the official rules (no club may overrule).

Two Handlers per car may be in the hot chute, and up to four Handlers may work on any one car in the hot chute area. You may have help in the hot chute during the race, but it **MUST** come from other handlers with drivers currently on the track.

TECHNICAL INSPECTIONS & PROTESTS

- Classes to be tech'd will be chosen by random drawing or at the discretion of the Technical Director or his designee.
- Top 3 finishers in each class and fast qualifiers will report to impound.
- Any Driver/Handler refusing tech inspection will be disqualified.
- **JUDGES CALLS MAY NOT BE PROTESTED**

UNACCEPTABLE BEHAVIOR

Any person(s) who at any time causes a scene or disturbance before the public may be escorted from the race facility. POWRI's Code of Conduct procedure will be followed. Public verbal or physical abuse of a driver by his handler also will **NOT BE TOLERATED**, and will result in the same action as above.

When racing or qualifying is in progress, the Tower is unconditionally **OFF-LIMITS** to all persons except designated track and tower officials.

Facility Rules

- No dumping of hazardous waste is allowed at the facility. Hazardous waste is defined as but not limited to: oil containers, tires, fuel and fuel containers. Do not dispose of tires in the Dumpster or Garbage Cans.
- No dumping of RV waste is allowed. Penalties and clean up fees may be assessed by the AQMA Board of Directors.
- All pits must use a pit mat to collect fuel and oil leaks in their pit area.
- All bikes, skateboards or any other type of wheeled toys are allowed in the designated areas (back section of the parking lot). A helmet must be worn and all Park Rules must be followed.
- All handlers and drivers are responsible in helping to clean up on race days and for cleaning their own pit area. All pit areas should be cleared of tire scrapings and disposed of accordingly. Do not dispose scrapings in the garbage can or dumpster.
- All EMT procedures will be followed. In the event the EMT advises against continued racing for the day, the Driver may not race. In the event the EMT advises to seek medical attention, the driver must leave the facility. This is **NOT NEGOTIABLE**.