

APPENDIX III

20010 .25 Midget Division Scoring Procedures (updated Dec1, 2009)

2700 - Practice Round Procedures

As soon as sign-ins are complete, practice round information should be sent to the pit steward. Each practice round should have no more than 7 cars and the cars should be evenly distributed between the rounds in each class. Use the table below to create the practice rounds.

# of cars	# of rounds	Cars in Each Round	# of cars	# of rounds	Cars in Each Round
up to 7	1	7	24	4	6 - 6 - 6 - 6
8	2	4 - 4	25	4	7 - 6 - 6 - 6
9	2	5 - 4	26	4	7 - 7 - 6 - 6
10	2	5 - 5	27	4	7 - 7 - 7 - 6
11	2	6 - 5	28	4	7 - 7 - 7 - 7
12	2	6 - 6	29	5	6 - 6 - 6 - 6 - 5
13	2	7 - 6	30	5	6 - 6 - 6 - 6 - 6
14	2	7 - 7	31	5	7 - 6 - 6 - 6 - 6
15	3	5 - 5 - 5	32	5	7 - 7 - 6 - 6 - 6
16	3	6 - 5 - 5	33	5	7 - 7 - 7 - 6 - 6
17	3	6 - 6 - 5	34	5	7 - 7 - 7 - 7 - 6
18	3	6 - 6 - 6	35	5	7 - 7 - 7 - 7 - 7
19	3	7 - 6 - 6	36	6	6 - 6 - 6 - 6 - 6 - 6
20	3	7 - 7 - 6	37	6	7 - 6 - 6 - 6 - 6 - 6
21	3	7 - 7 - 7	38	6	7 - 7 - 6 - 6 - 6 - 6
22	4	6 - 6 - 5 - 5	39	6	7 - 7 - 7 - 6 - 6 - 6
23	4	6 - 6 - 6 - 5	40	6	7 - 7 - 7 - 7 - 6 - 6

2701 - Qualifying

1. When qualifying begins there shall be a minimum of three (3) scorekeepers in the tower.
2. All entries on the qualifying sheets will be done in ink.
3. When the car enters the track they will be given 3 warm up laps, then 2 qualifying laps. The times will be written down on the qualifying sheet and/or time cards and confirmed amongst the scorekeepers.
4. After each car has qualified the announcer may announce the times over the PA system. It is recommended that as qualifying takes place the time cards be kept in order from fastest to slowest.
5. If a car does not take a green flag for qualifying they will receive a no time (NT). Noting as such on the qualifying sheet and the car will be lined up at the back of the racing field.
6. Any irregularities will be noted on the qualifying sheet / time card.

- a. If a heavy class DRIVER is found light after qualifying, they will be assigned with a no time and placed in the last qualifying spot of the LIGHT DIVISION of the same class. If a CAR is found to be LIGHT or is disqualified after qualifying, it will be given a DQ for its qualifying time and placed in the last qualifying spot of its class/division. The weight or other infraction must be corrected prior to racing.
7. During qualifying, if there is any mechanical error in the timing system or a transponder not "reading" the car on the track will be brought into the hot chute area while the problem is being fixed. The car would not be allowed to be worked on or touched other than to fix the transponder. Once the problem is fixed, the next two (2) cars in line will go out, followed by the car that was in the hot chute. The car in the hot chute would be allowed to have all warm up laps and any remaining qualifying times.
8. Once qualifying is completed, qualifying sheets/time cards will be placed in the proper order as follows: qualified cars (fastest to slowest), no time (NT) in order of registration, DQ in order of registration and then DNA in order of registration. Denote on the line-up sheet any track records, DQ, or NT. In the case of an identical qualifying time, the second fastest lap will be used as the tie breaker and is placed in the fastest position. Denote on the line-up sheet both times.

2702 - Setting Up Races

After timing is complete in each class, scorers should prepare to set up races by numbering fastest to slowest cars from their timing sheets.

1. Figure out how many mains (races) there will be by using Table 1 below. Do not put more than 8 cars for Juniors or 10 cars for Seniors in a race with the exception of selected events approved by the .25 Midget Series Director. The Rookie classes (Junior or Senior), can only have a maximum of 8 cars per race. 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. Light & Heavy cars are separated on the score sheets to determine the finish of both divisions separately.

Rookie Classes		Senior Classes	
# of Cars	Mains	# of Cars	Mains
Up to 9	A	Up to 11	A
Up to 12	B	Up to 15	B
Up to 16	C	Up to 20	C
Up to 20	D	Up to 25	D
Up to 24	E	Up to 30	E
Up to 28	F	Up to 35	F
Up to 32	G	Up to 40	G
Up to 36	H	Up to 45	H
Up to 40	I	Up to 50	I

Table 1

2. Use the table below (Table 2) to set up the race order and race number. Circle the highest main based on the table above (Table 1), and then cross out the mains as you determine the race order. The races should be numbered from the last main (race #1) and ending with the A Main events.

Junior Novice	1	2	3	4							
Senior Novice	1	2	3	4							
Junior Honda	A	B	C	D	E	F	G	H	I	J	K
Senior Honda	A	B	C	D	E	F	G	H	I	J	K
Heavy Honda	A	B	C	D	E	F	G	H	I	J	K
Junior Animal	A	B	C	D	E	F	G	H	I	J	K
Senior Animal	A	B	C	D	E	F	G	H	I	J	K
Light 160	A	B	C	D	E	F	G	H	I	J	K
Heavy 160	A	B	C	D	E	F	G	H	I	J	K
Junior Stock	A	B	C	D	E	F	G	H	I	J	K
Senior Stock	A	B	C	D	E	F	G	H	I	J	K
Light Mod	A	B	C	D	E	F	G	H	I	J	K
Heavy Mod	A	B	C	D	E	F	G	H	I	J	K
World Formula Light	A	B	C	D	E	F	G	H	I	J	K
World Formula Heavy	A	B	C	D	E	F	G	H	I	J	K
Light B	A	B	C	D	E	F	G	H	I	J	K
Heavy B	A	B	C	D	E	F	G	H	I	J	K
Light AA	A	B	C	D	E	F	G	H	I	J	K
Heavy AA	A	B	C	D	E	F	G	H	I	J	K
Half	A	B	C	D	E	F	G	H	I	J	K

Table 2

3. Use the table below (Table 3) to determine which driver goes in which main. Fill up the lowest class. Do not put more than 10 cars for Juniors or 12 cars for Seniors in a race. Remember that the first four cars in a main for the classes may be inverted (fastest in fourth) and the first five cars in a main for the Senior classes may be inverted (fastest is fifth). In the last main, if there are more than 4 (Junior) or 5 (Senior) cars, the remaining cars are straight up.

For example, if there are 22 cars entered in a Junior class, the last main will be an "E" main (see Table 1) with 6 cars in it. In the E main, the first four cars will be inverted based on qualifying times and the last two cars will be straight up.

Junior Classes	
1-4	A
5-8	B
9-12	C
13-16	D
17-20	E
21-24	F
25-28	G
29-32	H
33-36	I

Senior Classes	
1-5	A
6-10	B
11-15	C
16-20	D
21-25	E
26-30	F
31-35	G
36-40	H
41-45	I

Table 3

2703 - How To Use Your Score Sheet

1. Fill in class, date, and time of start of race.
2. Fill in the drivers' names and starting positions.
3. During warm ups, check paper number on cars for legibility.
4. Check to see that the line up on the track is the same as your score sheet lineups.
5. Check on any variations before the green flag. Do not adjust your line up information on your score sheet unless you have made a clerical error. If the starting lineup is different on your sheet than on the track, it may be because of engine changes or drivers being late out. Make note of the different starting lineup in the restart area of your score sheet using an "ST" for Starting lap.
6. If you miss a car or lap, do not panic!
 - a. Pick out the lead car and begin the next lap. Don't be too concerned about what lap you're on. It is more important to get the car numbers on paper. You can always reconstruct the race later from your notes and figure out the laps and finish.
7. When a yellow flag is thrown, make a slash mark on your score sheet between the car number and at the point when the flag is thrown.
8. Restart line ups will be determined by taking the last completed lap (all cars present) and necessary adjustments for strikes and/or DOTs.
9. NOTE: All laps count until the checkered flag is thrown.

All activities that occur during green, yellow and red flags must be documented. List all restart lineups in the RESTART area of the score sheet. Be sure to indicate the lap number of each restart. Multiple restarts in the same lap denote with "A", "B", "C". (10A, 10B, 10C etc.) This is very important because if you need a restart lineup before you get a green lap in you can build the new line up from the latest RESTART lineup.

List all DOTs and Strikes in the upper right hand area of the sheet (Use the the car numbers. Always watch for 3 Strikes or 1 flagrant call on any driver and notify the Head Scorer, who will confirm with the officials, as soon as any driver reaches 3 Strikes.

As cars drop out for mechanical reasons, Strikes, etc., note them in the lap that the drop occurred. Record all laps. If the checkered flag has not fallen continue to score.

When the warm-up time has expired, any cars not on the track will be placed at the tail in the order they come onto the track.

Laps are counted DOWN. (End with Lap 1) Cars are always recorded in the order each scorer SEES the car cross the start-finish line. If a car is lapped a circle should be put around the number of the lapped car in the next lap it appears in. That car number is only circled in that one lap and not circled again unless the race leader laps it again.

EXCEPTION: If CAR 0 had spun and did not cross after car 4, you would go back to lap 20 to create the new lineup. Restart the race with lap 19 again since it was never completed in this instance. Sometimes, you may need to go back two laps to get a completed lap. Then you will resume racing on the next lap following that last COMPLETED LAP.

WHAT TO DO WITH LAPPED CARS

When restart line-ups are made lapped cars are left where they were running with the following exception:

EXCEPTION: YOU CANNOT START A RACE WITH A LAPPED CAR

If cars in front of lapped cars are sent to the rear, (either by dead on the track or by a strike), the lapped car will be brought to the rear and becomes un-lapped for 1 (one) lap only.

2704 - How To Create A Finish

Make sure you have signed your score sheet and have noted the time of day that the race began and was completed. Verify the last recorded lap with all scorers. If there is a problem re-check the score sheets. Majority rules and the Head Scorer will break ties. Go over the race on your own score sheet carefully and verify the total number of lapped cars each scorer has and any other special circumstances of the race. All must agree. If there is not a unanimous agreement, continue to go over the race lap by lap until the mistake found or difference is found and again, the majority rules.

NOTE: DO NOT FILL IN MISSED LAPS OR CARS or fill them in with different color ink so that there is no question about what you actually saw/wrote on your score sheet. After considering all lapped cars, verify your finish with the other scorers; all should agree. Don't announce finishes that you are not 100% sure of.

A driver that does take the initial double file green flag but does not complete a lap is a DNF. A driver must take every green lap in order to be a finisher. If a driver comes out late from the work area and misses the start score until verified by the officials as being late.

ORDER OF FINISH:

- Finisher – Car must cross the start-finish line on the checkered flag lap. Crossing the line means any part of the car that crosses over the line in any way it crosses the line. (front bumper, rear bumper, sideways, backwards, upside down, etc)
- Did Not Finish (DNF) – if there is more than 1 DNF, the finishing order is determined by the car with the most laps ran. (A DNF car is one that took the initial green) A DNF car does not have to complete a lap. A car receiving three Strikes is also a DNF.
 - If more than one car is DNF on the same lap, the order of finish should be according to the running order of the last completed green flag lap, unless there is a call then the car(s) without the call will receive the better finishing position.
- Did Not Attempt (DNA) – Car and driver did not take the track.
- Disqualified (DQ) – In order in which they occurred, (Strikes, scales, tech, etc.)
- Did Not Start (DNS) – If more than 1, order them by starting position. A DNS car is one that did not take the initial green flag.

** THE FINAL LAP IS THE ONE RECORDED WHEN THE CHECKERED FLAG FALLS, NO MATTER WHAT TAKES PLACE. NEVER GO BACK A LAP FOR A FINISH OF A RACE OR USE VIDEOS TO "RECREATE" FINISHES. **

2705 – Other Tower Personnel

Listed below are duties of other personnel necessary to be in the tower:

SPOTTER

During all National, District, Club or local events a spotter is recommended. At a National and District event a spotter is mandatory. The spotter stands behind the scorers and watches the track. They will note when a yellow flag comes out and note which cars are DOT in the order they stopped on the track. Additional duties include writing down the number of the cars that leave the track and in which order they left and in which order they returned to the track. The spotter needs to designate and record which cars go DOT under green and which under yellow. In addition, they need to mark down which cars have strikes so that innocent cars are not charged with a DOT. Write everything down – it is far better to write too much than not enough.

LAP COUNTER/CLOCK

A lap counter is assigned to count laps during a race and is responsible for accurate reporting of laps to the officials and Head Scorer. Laps may be displayed on an electronic countdown lap/clock or with cards. Laps should be displayed beginning with the total laps to be run and working down to the last lap. Laps must be in plain sight of the flag person at all times.

In addition, someone needs to be assigned to be in charge of the clock during practice and warm-up sessions (can be the same person counting laps if using an electronic clock). An indication of the duration of the session will be displayed in a way to show an accurate count of time elapsed. Handlers should be notified over the loud speaker as minutes decrease; lap counter will notify the Head Scorer and officials that time is over. A buzzer is recommended to announce "time is up".

REFUELING RULE

During the AA and 1/2 class races, laps are to be counted as soon as the green flag falls. Begin counting all laps green and yellow from the time the green flag falls until you reach the 80th lap. When the total of 80 laps is achieved, the spotter reports to the Head Scorer that the cars can refuel at the next yellow or red flag. Or if the field is under yellow when the 80th lap occurs, the spotter will inform the Head Scorer that there is a need for a red flag to refuel immediately. NOTE: All AA and Half races shall be given NO MORE than 2 fuel stops AFTER the initial green flag at any USAC sanctioned event (District and Nationals).

OFFICIAL USAC RUNNING ORDER & NUMBERING SYSTEM

Subject to change

JR ROOKIE	YELLOW	049 - 000
SR ROOKIE	YELLOW	099 - 050
JR HONDA	ORANGE	H299 – H100
SR HONDA	GOLD	H499 – H300
HVY HONDA	RED	H699 – H500
JR STOCK	BLUE	199 - 100
SR STOCK	BLUE	299 – 200
JR. ANIMAL		399 - 300
SR ANIMAL		499-400
MOD	GREEN	599 - 500
LT 160	LT. PURPLE	G299 – G100
HVY 160	DK. PURPLE	G499 – G300
B	TAN	799 - 700
LT AA	SALMON	849 - 800
HVY AA	SALMON	899 - 850
JUNIOR HALF	TEAL	999 - 950
WORLD FORMULA	WHITE	949 – 900

2706 - Electronic Scoring

In addition to current scoring procedures, the use of electronic scoring is recommended. Electronic scoring, if used, shall be in addition to all normal scoring procedures. The number of scorekeepers is optional at a club event.

TRANSPONDERS:

TYPE – To be determined at the event and may be posted on the entry.

LOCATION – From the front bumper to the front of the transponder, 40 inches minimum to 44 inches maximum, either left or right side, no greater than 6 inches from bottom of frame rail to top of transponder within the nerf bar.

READINGS - If a transponder is not reading before a race has begun, that car will be brought into the hot chute area and given another transponder and still retain their original starting position. 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 onto the scoreboard for restarts, lineups and results.