

Kokomo Club Race Format

Registration

- The entry fee shall be \$25.00 per car unless otherwise posted.
- A formal safety check of all cars will be available before the first race of the season.
- Each car that takes the track is to have a current year USAC safety sticker attached and it is the handlers' responsibility to make sure that their car is inspected. If a car runs a race and it is found it does not have a Current USAC safety inspection sticker it shall be disqualified and not receive points per race run. Example, car will receive a No Time if qualifying, or will receive a DQ and no heat points or passing points if heat races are ran, or will receive a DQ and zero points if discovered after a feature race. No matter when a missing safety sticker is discovered (pre or post-race), the car will not be permitted to take the track until it passes a safety inspection per USAC guidelines and a current USAC safety sticker is affixed. A safety sticker will be issued and is to be affixed to each car on the back middle of halo (ie. top of cage).
- This is to be easily viewed by the pit steward as part of the pre-race inspection routine.
- No car will race at KQMC without a current USAC Safety sticker.
- Safety inspection will be available during sign-in periods at each race for new cars and guests.
- It is the responsibility of the handler to contact the Safety Director or his designated assistant to obtain the proper safety inspection sticker.
- The Safety Director and/or Pit Steward retain the right to spot check cars in the hot chute.
- A signed safety sheet will be required before you are able to sign in. Clarify any safety concerns prior to racing with the Safety Director. Safety is everyone's responsibility.
- Issued with each safety inspection will be the KQMC Code of Conduct.
- Your signature on the safety sheet before sign in will be your acknowledgement that you and your family have read, understand and agree to abide by this document.
- The hot chute is the marked area where handlers stand during the race and the cars exit and enter the track between the track and staging area.
- The staging area is the covered area with 2 marked staging lanes.
- All persons that enter the track or hot chute areas must be a minimum of sixteen years of age, i.e. handlers, flagmen, corner workers, etc.
- To be in the hot chute area a person over 16 must be a USAC .25 member, have signed a waiver of liability and received a wristband indicating as much. This includes pushing off of cars on practice and race days.
- All children under the age of 16 are not allowed in the hot chute or flag stand while a car is on the track, or in the hot chute preparing to take the track.
- Drivers may not hang out in the hot chute during practice times, they are only allowed to be in the area to get in or exit their cars. After exiting their car, drivers must get out of the hot chute and at least into the staging area.
- Proof of age is required at all USAC events. Rookies may train and practice only at four years and six months of age. No racing participation until five years of age.
- Drivers cannot race past December 31st of the year they turn seventeen years of age.

Rookie Sessions

- The track is not available for general membership practice for the two-hour period prior to any club race, and Saturday afternoons between 2 and 4pm when a race isn't scheduled.
- This time slot is reserved for controlled Rookie training and Rookie practice only!
- The Rookie trainer/trainers have control of the track when a Rookie training session is scheduled.
- Priority will be given to Rookie training over general practice.

- Rookies will pill draw at sign in and be placed in races similar in format to other classes, however, the Rookie Director will have complete control and discretion to vary the Rookie racing format and placement of individual drivers in Rookie racing sessions.
- There will be a 20-minute time limit for all Rookie races.
- Time limits may be changed as time and conditions allow.
- In races with time limits, the Rookie Director will have the discretion to ask the tower to pause the clock when scoring decisions extend beyond a reasonable time.
- The clock shall be paused for all red flag conditions.
- Rookies will receive penalties for racing incidents, but will not be assessed strikes, therefore will not have to leave the track after accruing 3 strikes.

Rain Delays/Rainouts

- A point's event will be considered rained out by the determination of the club board and President.
- In the case of predicted adverse weather conditions, all efforts will be made to call the day's event before sign in time.
- An event will be considered complete if all of the heat races have been completed and will not be made up. Any feature races that have been completed will be scored, and earned points will go towards championship point's total. All others will receive heat race points only. If a feature race is on the track at the time of the rainout but not completed it will not be made up and that class will also receive heat race points only.
- KQMC Board will meet to determine make up schedule and present to the club in a reasonable amount of time.

General Racing Rules

- Smoking is prohibited inside the fenced areas (marked in yellow) at all times no matter private practice or organized club event. This includes, but is not limited to, the staging area, tech shed, hot chute, pit area, and scales.

TRACK FUEL

- Track fuel is specified as 89 Octane and to be obtained from the Speedway gas station 1303 N Reed Rd, Kokomo, IN 46901 at the intersection of SR 931 and North St. (Northwest corner).
- A new sample of fuel may be obtained from the station prior to every race to be used as a benchmark.

TIRE RULE

- The Hoosier A35NY1 is the spec right side tire for all classes.
- Any current production Hoosier tire can be used on the left side.
- Tire warmers and tire preps are not allowed. (PER USAC RULE)

NUMBERS

- All cars are required to have three paper numbers attached to the car for scoring purposes.
- The numbers should be located - one on each side of the tail cone and one on the left side of the car between the front tire and the cockpit.

CLASSES

- Two cars constitute a class.
- If less than two cars sign in, Light and Heavy divisions may be combined with the Tower Director's approval and the unanimous agreement of all the participants in that heat/main.
- Light division participants will line up in front of the Heavy division participants in any combined heat/main.
- If no combining of classes is done, the lap count for all races of classes' short cars will be 10 laps.
- To be eligible for year-end awards in a given class, a driver must pay sign-in fees for 50% of the club point races during the year. Drivers will have the option to buy-in at the end of the season if they don't compete in 50% of the points races, but points will only be accumulated from races the driver competed in.

TIME LIMITS

- There will be a 20-minute time limit for all heat race sessions.
- There will be a 25-minute time limit for all Main transfer races.
- Time limits may be changed as time and conditions allow.
- Should time expire under green flag racing, racing will continue until the next yellow, red or checkered flag.
- Should time expire during a yellow flag period, the lineup will be adjusted for strikes and decisions and the checkered flag shall be displayed, finishing the race.
- In races with time limits, the chief steward will have the discretion to ask the tower to pause the clock when scoring decisions extend beyond a reasonable time.
- The clock shall be paused for all red flag conditions.

WARM UP

- A one-minute warm up session will be given before feature races only.
- This time maybe adjusted as time and conditions allow.
- A car should not enter the track and speed up for the warm up until the green flag is given.
- The tower will start the time period when the flagger waves the green to start the warm up session.
- Drivers may come into the pits for adjustments during this allotted time, but must be out before time expires.
- Cars not past the designated cone/stripe area in the pit lane (cars under their own power) when warm up time expires will be placed on the tail of their race.
- Should more than one car be in the pits, they will line up at the tail in the order they returned to the track. Cars going DOT (Dead on Track) during the warm up period shall retain their original starting position.

RACE ORDER

- KQMC will run the following order on race day KQMC board reserves the right to change the lineup on an as needed.
 - 1) Red Rookie
 - 2) Blue Rookie
 - 3) Jr. Honda
 - 4) Sr. Honda
 - 5) Hvy. Honda
 - 6) Lt. 160
 - 7) Hvy. 160

- 8) Jr. Animal
 - 9) Sr. Animal
 - 10) Unrestricted Animal
 - 11) World Formula
- If needed KQMC may combine some classes due to the lack of cars in a class.
 - Each handler will be made aware of the change and will be allowed a refund if they wish not run in a combined race.

HEAT RACES

- Heat races will be ran for all classes.
- Heat race lineups will be determined by random (pill) draw at sign in. (Unless using qualifying format.)
- The lowest number drawn will be on the pole and the highest number drawn is in the last starting position.
 - The Rookie classes will run 10 lap heats.
 - The Junior classes will run 15 lap heats.
 - The Senior classes will run 20 lap heats.
- Main race lineups will be determined based on the USAC passing points system.

QUALIFYING

- Qualifying order will be determined by random (pill) draw at sign in.
- A one and a half minute warm up session with each class split into even groups by pill draw.
- There will be a maximum of 4 cars in each group unless there are 5 cars in class, which will be one group. After warm up, cars will pull directly into hot chute where handlers may make changes to the car.
- The lowest number drawn in each class will qualify first and the highest number drawn will qualify last.
- The first car to qualify has a 1-minute time limit to make changes and must be pushed off by the end of the 1 minute to qualify.
- The first car may make their qualifying attempt at any time, but must come to a complete stop in the hot chute before being pushed back off and attempting their qualifying run.
- The second car must push off once the first car has exited the track and so on. Cars must exit the track immediately after taking the checkered flag, taking an extra lap whether at speed or cool down will result in the driver's fastest time being disallowed.
- If a car is unable to time for any reason in the proper order, they will be awarded a no time.
- Qualifying will be done as follows, 3 warm up and 2 timed laps.
- The first time by the flagger should give 5 lap signal and count down 5,4,3, 2(waving green), 1 (waving white), 0 (checkered), meaning the driver actually will pass the flag stand 6 times.
- Once a group completes their warm up and qualification, the next group will take the track for warm up. The top four cars in Junior classes and six cars in Senior classes will transfer directly to the A Main in straight up positions.
- If there are not more than 10 cars in a class, there will be no B main.
- If B Main is needed, the fastest non-direct qualifier starts on the pole. Transfers will start straight up.

ALTERNATE CAR

- All Mains will have an alternate (X) starting car.
- The alternate car will remain eligible to enter the track and race until the first green flag lap is scored.

- An alternate car is not allowed to enter the racing surface for the warm up unless a car has scratched insuring the alternate car will start.
- An alternate car must otherwise remain in the designated marked area (painted yellow area just outside of staging area).
- Once a lap is scored the alternate car and driver must exit the hot chute by remaining strapped into their car and being pushed on a crash cart back to the scales.

MAIN RACES

- A pill will be drawn to determine a straight up or inverted A main lineup.
- In the event of an inverted lineup draw and if all cars in a class transfer directly to the A Main, only the top four cars in Junior and six cars in Senior shall be inverted.
- All other cars shall line up behind the inverted cars in the order of finish in the heat races.
- All lower mains are straight up, regardless of the pill draw with the first non- transferring car starting on the pole of the B main, etc.
- In the event of an inverted draw and their being more than 1 heat race in a class, the first heat finishers would be inverted to the outside row, the second heat would be on the inside.
- Cars that are DNF, DNS, DQ OR DNA in the heat race will always start the A Main behind the heat race finishing cars. With the exception of special races with per-determined lap counts, the Rookie classes will run 20 lap Mains.
- The Junior classes will run 25 lap lower mains and 30 lap A Mains.
- The Senior classes will run 25 lap lower mains and 40 lap A Mains.

YELLOW FLAGS

- Once a yellow flag has been thrown all cars should hold their position on the track allowing the scorers to set the lineup correctly. Drivers should not change positions under yellow until told to by a race official.
- Cars entering the track after being in the hot chute should fall in line and drop to the tail of the lineup.
- Exiting the hot chute and passing the leader is not permissible. Penalty is a warning and being moved to the tail of the lineup if not already there.
- The 2nd incident in the same race will result in a DQ. These penalties may be called by any race official.

STARTS

- Initial green flag double file starts should be done at a slow even pace into turn 3 with the throttle being picked up there.
- Jumping the start, brake checking, and crowding (not holding the line) should be looked for by race officials and call back the start.
- The pole car should set the pace, however, should not begin to accelerate until entering the third turn.

RESTARTS

- Single file restarts should be nose to tail with a pace set by the leader but not accelerating until entering turn 4.
- Jumping the start, brake checking, and swerving at the restart line should be looked for by the race officials and call back the restart.

- If cars are not able to keep up with a reasonable pace on a restart they should be given one warning with a rolled up black flag, if they continue to not be able to keep pace they may be moved to the tail.
- Should a car hit the restart dot on a restart a yellow will be thrown and the driver will be moved back two spots.
- If the driver is not able to be moved back two spots (already on the tail or next to last) they will be moved or remain on tail and given a strike. Once a car hits the line, the restart is dead and any other cars hitting the dot would remain in their spot in the lineup.
- A violation of hitting the dot on the restart may be called by any race official.

Work Rule

- A car involved in an incident will be given 5 laps after a good lineup is established to complete work.
- A car must be down and rolling before the leader crosses the start-finish line.
- Cars not involved in an incident will not be given courtesy laps.

TECH

- Each car that takes the track is to have a current year USAC safety sticker attached and it is the handlers' responsibility to make sure that their car is inspected. If a car runs a race and it is found it does not have a Current USAC safety inspection sticker it shall be disqualified and not receive points per race run. Example, car will receive a No Time if qualifying, or will receive a DQ and no heat points or passing points if heat races are ran, or will receive a DQ and zero points if discovered after a feature race. No matter when a missing safety sticker is discovered (pre or post-race), the car will not be permitted to take the track until it passes a safety inspection per USAC guidelines and a current USAC safety sticker is affixed.
- The top 3 finishing cars in all A main races will remain impounded in the tech area until released by the tech committee.
- The Tech committee has the right to tech any car at any time for any reason.
- Three separate pills will be drawn to determine the number of classes under tech, the specific classes under tech and the item being teched. I.E. the "3" pill is picked from bucket A.
- This means there will be 3 classes teched and 3 classes pulled from bucket B.
- From Bucket B, Sr. Honda, Heavy 160, and Jr. Animal are pulled; these are the classes that will go through tech on that night. From Bucket C, "testing fuel" is pulled; those 3 classes will have their fuel tested for legality.

SCALES

- All cars that race and finish every qualification run, heat race, lower Main and A Main race will cross the scales. Drivers must remain in their cars with all equipment on until passing through scales.
- Failure to cross the scales after a heat race/qualification run will result in a DQ, earning no heat race/qualification points and sending the offender to the tail of the lowest main transfer race.
- Failure to cross the scales after the A main race is a tech DQ, gaining no points for the day.
- All car and driver weights must be verified by a handler with a car competing in the same race.
- Driving onto the scales is not allowed and any driver doing as such will receive a DQ by the Scale official for that race.
- Driving onto the scales and any weight discrepancy must immediately be reported to the tower AND the Race Director or the Tech Director

AWARDS

- There will be TWO throw out races.
- Points will be determined by an accumulation of both the total of heat races and feature races.
- Heat race points will be given to any car making an attempt to race.
 - An attempt is defined by a racecar entering onto the racing surface on it 4 wheels, with the driver fully strapped in with all safety gear in place.
The car does not have to take the green flag (i.e. won't fire) but must make an honest attempt to race.

HEAT RACE/QUALIFYING

1st10	7th10
2nd10	8th.....10
3rd10	9th10
4th10	10th10
5th10	11th10
6th10	12th10

POINTS FOR “TRANSFER” RACES with 10 cars & lower

A – Main Race Points B – Main Race Points

1st60	1st0 – transfer
2nd57	2nd0 – transfer
3rd54	3rd0 – transfer
4th51	4th0 – transfer
5th48	5th25
6th45	6th23
7th42	7th21
8th39	8th19
9th36	9th17
10th33	10th15
11th31	(alternate started)

Note: Those that transfer from the B-Main will receive 0 points because they will receive A-Main points. C – Main and lower - 10 points for those who do not transfer past the C – Main.

POINTS FOR “TRANSFER” RACES with 12 cars

A – Main Race Points B – Main Race Points

1st	60	1st	0 – transfer
2nd	57	2nd	0 – transfer
3rd	54	3rd	0 – transfer
4th	51	4th	0 – transfer
5th	48	5th	21
6th	45	6th	19
7th	42	7th	17
8th	39	8th	15
9th	36	9th	14
10th	33	10th	13
11th	31	11th	12
12th	29	12th	11
13th	27	(alternate started)	

Note: Those that transfer from the B-Main will receive 0 points because they will receive A-Main points. C – Main and lower - 10 points for those who do not transfer past the C-Main.

To be eligible for end of the year awards (points/ perfect attendance) you must attempt to compete in 50% of the scheduled club races. This applies to all classes, including rookies.

Any driver attempting every points race in a season will be awarded 1 point per points race ran in that season as a "perfect attendance bonus".

Special awards will be voted on by the membership at the end of the year. These awards are Best Male Driver, Best Female Driver, Most Improved Driver (non-rookies only), and Darland Sportsmanship Award. The Rookie Committee will select a Rookie of the Year.

All racing rules, except those noted in this format, are per current USAC rules. For a more specific explanation of rules and scoring procedures please see the USAC rulebook.

